

Issue 172

17 June 1995

CBW

Coach and Bus Week

The PSV industry's news weekly

**8-page
GREEN SPECIAL**



LOW-FLOOR CONFIDENCE

**Ultra launch brings
jobs and access**



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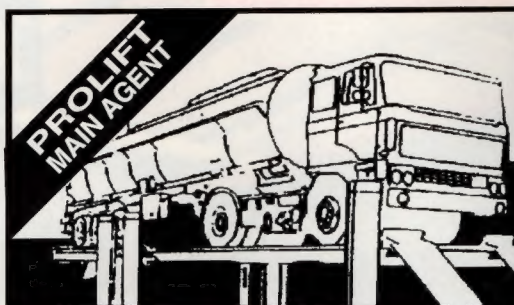


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PARTS STOCKISTS:
BOVA, VAN HOOL
TOYOTA OPTIMO

1992 VOLVO B10M VAN HOOL ALIZEE-H 12M

52 recliners, grey/red moquette, floor mounted toilet at o/s rear, continental door, double glazed tinted side windows with sun blinds, courier seat, wired TV/video, power entrance door, finished white/red/green.
M.O.T. MARCH 1996

1990 (August) DAF DKFL CAETANO ALGARVE 12M

49/53 recliners, brown/orange moquette, centre sunken demountable toilet, continental door, courier seat, tinted side windows, curtains, Webasto, water boiler, coolbox, wired TV/video, finished all white.
M.O.T. APRIL 1996

1990 (October) TOYOTA CAETANO OPTIMO

18 recliners, grey/red moquette, courier seat, curtains, power entrance door, finished white.
M.O.T. AUGUST 1995

1990 BOVA FUTURA FHD 12.290 INTEGRAL 12M

51 seats, beige/orange moquette, centre sunken toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, coolbox, wired TV/video, power entrance door, finished blue/white.
M.O.T. DECEMBER 1995

1989 (August) VOLVO B10MT (Tandem) VAN HOOL ALIZEE-SH 12M

49 recliners, red/orange moquette, sunken toilet o/s rear, continental door, driver's sleeping berth, double glazed tinted side windows, curtains, courier seat, Webasto, drinks machine, fridge, wired TV/video, power entrance door, finished black/red/gold.
M.O.T. MARCH 1996

1989 (October) DAF DKFL VAN HOOL ALIZEE-H 12M

51 recliners, beige/brown/orange moquette, courier seat, centre sunken toilet, continental door, double glazed tinted side windows, curtains, water boiler, power entrance door, TELMA retarder, wired TV/video, finished white/green/red.
M.O.T. MARCH 1996

1989 (August) LEYLAND TIGER 260 DUPL 320 12M

53 recliners, brown/orange moquette, double glazed tinted side windows, pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white.
M.O.T. SEPTEMBER 1995

NEW

IMMEDIATE
AVAILABILITY

* TOYOTA
OPTIMO III's

* BOVA FUTURA
"CLUB" FLD 12.270
INTEGRAL
EX DEMONSTRATOR

* BOVA FUTURA FHD
12.330 INTEGRAL

1989 BOVA FUTURA FHD 12.290 INTEGRAL 12M

51/55 seats, red/grey moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, power entrance door, finished all white.
M.O.T. APRIL 1996

1989 VOLVO B10M PLAXTON PARAMOUNT 3200 12M

53 recliners, red/grey moquette, tinted side windows, curtains, power entrance door, finished all cream.
M.O.T. JANUARY 1996

1988 (September) SCANIA K112 PLAXTON PARAMOUNT 3500 12M

51/55 recliners, grey/orange/red moquette, centre sunken toilet, continental door, courier seat, double glazed tinted side windows, curtains, TELMA retarder, TV/Video, drinks machine, power operated entrance door, coach wash facility, finished green/white.
M.O.T. MARCH 1996

1988 (August) DENNIS DUPL 320 12M

57 seats, grey/red moquette, finished white/gold/brown.
M.O.T. MARCH 1996

1987 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49 recliners, grey/red moquette, courier seat, tinted side windows, curtains, drinks machine, TELMA retarder, power operated door, finished white.
M.O.T. MARCH 1996

1987 BEDFORD YNV PLAXTON PARAMOUNT 3500 12M

53 seats, grey/red moquette, finished white.
M.O.T. MAY 1996

1986 DAF DKFL JONCKHEERE JUBILEE P50 12M

49 recliners, brown moquette, rear o/s sunken toilet, continental door, double glazed tinted side windows with pull-down blinds, drinks machine, courier seat, power entrance door, finished all white.
M.O.T. AUGUST 1995

1981 (September) BEDFORD YNT PLAXTON SUPREME IV EXPRESS

53 seats, red moquette, finished all white.
M.O.T. AUGUST 1995

1981 LEYLAND LEOPARD DUPL DOMINANT IV EXPRESS 11M

53 seats, Autumn tint moquette, Bristol dome, power operated entrance doors, semi-automatic gearbox, finished yellow/white.
M.O.T. AUGUST 1995

CBW

Coach and Bus Week

The PSV industry's news weekly

WE should all, as taxpayers, be grateful that cash-strapped councils are trying to save money on essential services. But we need not tolerate corner-cutting where it has implications which go beyond that simple aim.

Calderdale Social Services may well have acted in good faith when awarding previously tendered contracts to its own operator, Calderdale Transport Services. But has it really got better value, or has it merely traded down to the next best thing?

The 'gang of four' operators led by Neil Walsh have, after all, got a point when they pointed out that CTS's minibuses get fewer safety checks, its drivers are less well-trained and, it turns out, CTS does not even have the basic Section 19 licensing Croner and our own Marksman say it needs.

It could be - and has been - argued that the safety of passengers may be compromised. At best, surely this is the equivalent of an operator trading in a new Optare Spectra for an old Bristol VR, then claiming the spare cash in the bank is profit? The real trick is to deliver the SAME standard for less money.

And it's not just Calderdale. Against a backdrop of the hue and cry from the public for better safety standards for council-run transport, boycotting school buses and demanding seatbelts, it seems incongruous that councils elsewhere are pulling their contracts in-house. They may be running them with the legal requirement of Section 19 permits, but that means a small fraction of the vehicle safety checks a PSV would get and a lower standard of training for drivers.

We believe the time has come for your representatives - the Confederation of Passenger Transport in particular - to bring this practice to the attention of Steven Norris. Meanwhile, CBW would be very happy to investigate any other councils which believe in swapping the mayoral limo for a Ford Fiesta...

Coach and Bus Week is published by Emap Response, part of Emap Business Communications, Wentworth House, Wentworth Street, Peterborough PE1 1DS
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Readerlink back issues department
 0181 868 6625

CBW is available only by pre-paid subscription

Domestic subscription rate is £49 per year; Europe £92 and worldwide air mail £124. All rates include postage. Contributions should be sent to The Editor, Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS. The editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy.

ISSN 1351-3877
Typesetting and origination: Meridian In Colour, Newark Road, Peterborough
Printing: Staples Printers, St Albans

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▼ Coach and Bus

Expansion is key to British Bus success

EXPANSION and growth are the key factors in the improved turnover and profit figures reported by British Bus plc, now the largest unquoted group in the UK bus industry.

Turnover for 1994 increased to £163.13 million from £130.14 million for the 60 weeks which included the whole of 1993.

Operating profit for 1994 was £15.74 million after goodwill amortisation compared to £11.62 million for the previous 60 weeks, a margin of 9.6 per cent over the previous 8.9 per cent.

Acquisitions such as Luton & District, Northumbria, Kentish Bus and Stevensons during 1994 increased turnover by £58.39 million, while continuing business showed a turnover growth of over six per cent.

Further acquisitions since the end of the financial year include the Yorkshire Bus Group and Maidstone & District, which have lifted the group annualised turnover to nearly £280 million.

Group chairman Dawson Williams said British Bus had developed into one of the strongest of the British transport operators.

"We see considerable short to medium-term prospects for continuing growth within the UK bus industry and we are seeking opportunities overseas for expansion in the longer term."

STOP PRESS

THE FirstBus merger between Badgerline and GRT will not be referred to the MMC, it was announced this week.

▼ Coach

Express and Nat Ex sign deal

by Andrew Jarosz

LIVERPOOL-based Express Travel, which has competed with National Express for nearly 10 months (CBW, 24 September) withdrew its six commercial express services last week — after an agreement with its competitor to resume its role as a contracted operator.

Express, which was purchased by its md Ian Hann last Autumn, had originally ceased operating for National Express after a dispute over mileage rates during the Summer.

Mr Hann then launched the first of a projected national network of

competitive routes marketed as the 'Extra Option' with routes from Manchester and Liverpool to London, followed by blue liveried coaches selling the 'Executive option' and 'Exclusive Option' on cross-country services and from Newcastle to London.

Initially Express is working 12 non-Rapide Nat Ex diagrams with 15 coaches, covering Southport to Southsea, Wrexham to Perth, Rochdale to Gatwick and Victoria to Portsmouth and a number of journeys on the Trans-Pennine shuttle from Liver-



"NATIONAL EXPRESS - THAT'LL DO NICELY"

pool to Bradford.

Three blue coaches are retained for private hire, excursion and tour work which will continue to offer 'Executive and Exclusive' options.

Five coaches are currently rented out to other operators.

"Having settled our legal differences, we had the opportunity to rekindle our contractual relationship with National Ex-

press," said Mr Hann. "We have negotiated excellent rates and are very pleased to be working together again."

Although the Express Travel network had not achieved much of its promise and ridership was sporadic, the fare cuts and additional duplication laid on by National Express will have been costly, and prompted a settling of differences between the two.

▼ Coach and Bus

Best sales since slump

NEW coach and bus registrations are nearly 53 per cent up on the same time last year, according to the May figures from the Society of Motor Manufacturers and Traders.

Coach registrations are up 78 per cent to 851, and bus by 36 per cent to 1012.

Once again, Volvo tops the combined table and the coach table, with Dennis leading bus sales in spite of its Swedish rival registering 120 buses in May.

Also on the bus front, Optare in third place is just ahead of Scania, while Scania holds a comfortable third place from

DAF Bus in the coach market.

Mercedes-Benz is starting to make an impact in the full-size bus market this year. It registered 11 vehicles in May, bringing its total for the year to date to 17.

MAN put two vehicles on the road, making 19 this year, and Renault registered a single unit, bringing its score for 1995 to five.

While the explosive year-on-year growth recorded earlier in 1995 is unlikely to be repeated in the next seven months, this year still looks like being the best since the recession.

CBW

COACH AND BUS REGISTRATIONS

	May		Year to Date		1994	
	1995	1994	1995	%	no	%
Volvo	191	131	859	46.1	554	45.4
Dennis	81	69	519	27.9	341	28.0
Scania	42	36	158	8.5	64	5.3
DAF Bus	16	15	94	5.0	40	3.3
Optare	11	10	67	3.6	57	4.7
Bova	0	15	25	1.3	33	2.7
Others	37	26	141	7.6	130	10.6
Total	378	302	1863	100	1219	100

COACH REGISTRATIONS

	May		Year to Date		1994	
	1995	1994	1995	%	no	%
Volvo	71	51	467	54.9	241	50.5
Dennis	16	10	104	12.2	44	9.2
Scania	32	18	97	11.4	39	8.2
DAF Bus	14	8	53	6.2	20	4.2
Bova	0	15	25	2.9	33	6.9
Others	25	20	105	12.4	100	21
Total	158	122	851	100	477	100

BUS REGISTRATIONS

	May		Year to Date		1994	
	1995	1994	1995	%	no	%
Dennis	65	59	415	41	297	40
Volvo	120	80	392	38.7	313	42.2
Optare	11	10	67	6.6	57	7.7
Scania	10	18	61	6.0	25	3.4
DAF Bus	2	7	41	4.1	20	2.7
Others	12	6	36	3.6	30	4.0
Total	220	180	1012	100	742	100

The above table details all vehicles on designated PSV underframes registered last month in Great Britain, Northern Ireland, the Isle of Man and Channel Islands.
Source: SMMT

▼ Bus

Rider York gets P&R

Five-year contract paves way for 20 low-floor buses in Autumn

RIDER York has captured the prestigious York City Council Park and Ride contract for a five-year term, with plans to introduce at least 20 new low-floor vehicles into service this Autumn.

The partnership agreement involves a comprehensive package of service provision from three peripheral city car parks and includes site management and security provision at two of the sites at least. Rider will operate the services on a commercial basis, with no significant subsidy.

Twenty two opera-

by Andrew Jarosz

tors had expressed interest in the contract but the enormity of the task dissuaded many from applying and the final run-off was between just two local operators, Rider York and York Pullman.

Rider will replace a motley collection of second-hand vehicles that used to operate the White Line service, and the company took over the Askham Bar service last week for a bridging period until Autumn.

Rider has operated the Grimston Bar service



Scania low-floor (right) destined for P&R

since commencement last November, and it will take over the Clifton Moor route on Saturdays, although that does not run daily until next year.

Fourteen Wrights-bodied Scania L113 Axcess Ultralow single deckers have already been or-

dered. These will be followed by a further six at the end of the year, with an option for six more next year. In addition to the vehicle's usual features, special luggage racks for heavy shopping will be supplied by Marks & Spencer.

▼ Bus

Park and ride York's solution

YORK City Council has looked to park and ride as an important tool in relieving congestion and stimulating tourism to its historic centre. The provision of the Askham Bar car park together with an out-of-town supermarket, was the initial spur to fostering a park-and-ride service where car parking was free.

Last November's introduction of the Grimston Bar car park together with security staff, video surveillance and round-the-clock staffing has shown that a secure facility is appreciated and there has not yet been a single theft.

The Clifton Moor facility at a multiplex cinema is cramped and council officers are looking for a replacement site which would be close to one of the main roads north of the city.

The new contract represents a shift from the current position where the council pays for operations and takes fare revenues. There is a fall-back position if revenues fall consistently flat and a converse profit share, if takings exceed targets.

Councillor Dave Merrett, chair of the traffic and transportation committee, said service performance would be monitored closely, with agreed penalties in force for loss of service.

▼ Bus

Stagecoach challenge

STAGECOACH is challenging the right of the Monopolies and Mergers Commission to investigate its takeover of 75-vehicle Ayrshire Bus Owners (trading as A1).

A four-month MMC review of the £4.25 million takeover has been ordered by corporate and consumer affairs minister Jonathan Evans, acting on the advice of new director-general of fair trading Jeffrey Preston.

Keith Cochrane, Stagecoach's group financial controller, said that the company was looking at "all avenues.

▼ Coach

'Lethal' fake seatbelts on market, says SMMT



POTENTIALLY lethal seatbelts with fake approval marking are being offered to coach and minibus operators, warns the Society of Motor Manufacturers and Traders.

The belts appear to have been assembled with parts from various sources on a kind of mix-and-match basis and use retractors intended for industrial applications. They are totally unsuitable for passenger-carrying vehicles.

The Vehicles Certification Agency, the body

responsible for approval marking of components, believes the counterfeit belts may emanate from several sources.

"Although they carry E11/ell marks, there is no evidence they comply with approved standards. Some also carry bogus labels," said VCA, which is tracking down the sources of supply.

Approved units carry labels comprising the E/e marks, manufacturers' name and logo, the approval number, date of

manufacture and symbols which identify what sort of belt it is (ie three points, lap, retractor and so on).

"The belts are literally hybrids," said Society of Motor Manufacturers and Traders' safety expert Bill Dixon.

"Some or all of the parts being illicitly assembled are simply not suitable for this application. Passengers depending on belts using industrial retractors would get far less protection in a serious accident."

CBW

INSIDE TRANSIT THIS WEEK

NEWS

Three make it on to Leeds Supertram shortlist

VIEWS

Labour's plans to re-regulate the bus industry

PARLIAMENT

Bus services are scrutinised in the Commons

MEDIA MONITOR

Government transport policy under pressure

ANALYSIS

Full breakdown of EYMS financial results

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TRANSIT - CAN YOUR BUSINESS AFFORD TO BE WITHOUT IT?

In brief

Ipswich grant

IPSWICH is to spend a £1.45 million grant from the DoT to introduce more and better bus priority alongside cycle lanes and pedestrianisation. Among the most imaginative measures is a 'bus gate' into Old Norwich Road, providing bus-only access to Claydon.

Free vouchers

CLEVELAND Transit is to provide 10 free Shopmobility vouchers - offering the use of wheelchairs and scooters to the mobility-impaired - for concessionary bus users. The offer will save disabled and elderly bus users around £10 but also includes discounts to Stockton shops and cafes, Shopmobility newsletters and a number of social events.

Mini extension

COUNTY Bus (Townlink) is to extend its minibus route 517, from Uphire to Enfield Town, to take in Oakwood Station via World's End. The change reflects the public's request for better access to the Underground and the shopping at Enfield.

Travel leaflet

HEREFORD & Worcester County Council is promoting Sunday and Bank Holiday bus travel with a leaflet showing tourism destinations which can be reached with normal service buses. Operators Go Whittle and Gloucester Citybus run some of the routes, while Yeomans Canyon Travel even carries cycles.

LRC subsidy

A NEW Health and Safety Executive video, *Danger: Vehicles at work*, was launched last week at the HSE's headquarters in Rose Court, London. It aims to reduce the 70 deaths annually where working vehicles have hit employees. Details on 0171 717 6000.

Bus

Alexander looks Ultra successful

Sixty new low-floors ordered

by Mike Morgan

ULTRA, the Alexander-bodied Volvo B10L low-floor bus, has received a major boost with the announcement by Ulsterbus that it intends to place the UK's largest single low-floor order.

The news that 60 Ultras will join the Ulsterbus and Citybus fleets was given by md (and this year's Confederation of Passenger Transport president)

Ted Hesketh during the unveiling of the new bus at Alexander's premises in Mallusk near Belfast.

One of three pre-production Ultras is in Citybus colours for tests in Belfast and will be joined by 50 production models next April when the Ulster operator will also put 10 into its Ulsterbus fleet for



One of three production Ultras in Citybus colours

use in Londonderry.

Mr Hesketh said, subject to some outstanding points of detail, he was able to confirm that the order for the new buses would be placed locally.

"I am delighted that, despite strong European competition, this order will

be good news for Belfast and will strengthen the position of Northern Ireland as a major producer of high-quality buses.

"Alexander's is to be congratulated on this association with Volvo to produce this first-class vehicle."

Bus

Low-floors are the future for Ulsterbus

ULSTERBUS and Citybus, the public-sector operator which has a majority

share of the Northern Ireland local bus market, is making a major switch to

low-floor buses when the 60 Alexander-bodied B10Ls enter service.

Northern Ireland environment minister Malcolm Moss endorsed the commitment to low-floor buses. He said: "It reduces the barriers to travel for many."

"The mobility gap needs to be bridged and research in London shows that public transport offers the best solution."

"The bus is a vital component of the transport system and I want to see a greater number of car users making a public transport choice."

"Northern Ireland can lead the way and the bus company is prepared to give that lead."

Managing director, Ted Hesketh, said: "Ulsterbus and Citybus are firmly committed to making bus travel as easy as possible for those who are less agile and we have demonstrated this commitment to

introducing kneeling buses. We now have the largest fleet of these in the UK."

Noel Stewart, chairman of Ulsterbus and Citybus, said: "This is a glimpse of the future convenience of modern public transport. Low-floor buses will play an important part in our fleet and for some time now we have been evaluating the various types of vehicles on offer."

"The Ultra has impressed us considerably. Not only will these buses transform public transport for disabled people but the elderly and mothers with children and buggies will benefit from the 'step-up' ease of access."

"Because of this boarding will be faster and this will lead to quicker services for all passengers." Mr Stewart also stressed the environmental benefits of the Ultra's Euro II engine.



Malcolm Moss, Ted Hesketh and Mike Ford-Hutchinson with disabled passengers

▼ Bus

Plans for expansion

Dozens of new jobs on way

ALEXANDER'S low-floor citybus, the Volvo Ultra, has sparked a £1.2 million expansion plan at the bodybuilder's Belfast factory, aided by a Government grant.

Speaking at the launch of the Ultra, Northern Ireland minister for the environment, Malcolm Moss, said the Ultra would lead to the creation of 61 new jobs (50 before the end of year) at Alexander's, and ultimately bringing the total workforce to almost 300.

"The Mallusk plant will now be the main production centre for the new bus within the group. There will also be a large increase in design capability

by Mike Morgan

ity at Mallusk which, for the first time, will have a lead role in marketing vehicles built here."

A three-year development has been submitted by Alexander as it stakes a claim for grants worth up to 25 per cent of some development costs.

Mr Moss said three Government agencies were working closely together on the new project. The Industrial Research and Technology Unit (IRTU) has offered to assist research and development costs; the Industrial Development Board (IDB) has helped fund new plant and equipment and an export-led



Ultra responsible for creation of 61 jobs

marketing strategy; and the Training and Employment Agency is focussing on a manpower and training programme.

Mike Ford-Hutchinson, managing director of Walter Alexander (Belfast), said the expansion plans would enable the company to compete more effectively for business and increase

efficiency and capacity.

Measures to improve efficiency are already producing tangible benefits. Mr Ford-Hutchinson said: "There is a 12 per cent reduction in the time taken to build a standard single-deck bus. The average time from design to delivery of a bus has also been reduced by 30 per cent."

▼ Bus

Alexander uses Volvo firm's System 2000

VOLVO launched the B10L on the European scene 12 months ago with bodywork options for the UK undisclosed, despite the Swedish-built chassis being designed by the former Leyland team at Faringdon.

Bodywork for one of the European prototypes was built by Volvo-owned Säfle using its System 2000 all-aluminium construction and it is this system and bodystyle that Alexander has since obtained a licence to use on vehicles sold in the British Isles and the Far East.

Alexander has modified the design to meet British requirements. Air tanks have been moved from the roof to

the chassis forward of the rear axle, and the window pillar spacing altered. Double glazing is standard and a two-door option is available on the vehicle, which weighs-in at 10,980kg.

It is built on the B10L underframe which is delivered as a short-wheelbase transit chassis. Alexander bolts together the central chassis frame and adds steel outriggers for additional strength.

The result is a flat floor in the main part of the 12-metre vehicle before the central gangway is ramped at a shallow angle towards the rear. Rear seats are on risers over the wheelarches and side-mounted transmission.

▼ Bus

First major export order now in build

WALTER Alexander (Belfast) is poised to start delivery of its first major export order outside the British Isles.

Based on the Setanta body design first built for Bus Eireann and Dublin Bus, a total of 50 vehicles are currently in build for the Trans-Island Bus Service Company of Singapore (TIBS). Built on DAF Bus SB220 chassis, the buses feature air-conditioning and bonded glazing plus numerous details to meet the customers' requirements.

Although Alexander is the UK's leading exporter of bus bodies - having exported over 5,000 since 1975 and gaining the Queen's Award for Export Achievement - virtual-

ly all have been supplied from the manufacturing plant at Falkirk, Scotland.

The TIBS order is for 100 single-deck buses to be delivered before November, 50 of which are being designed and built in Ulster. Walter Alexander (Falkirk) is completing the order of supplying a further 50 buses built on Scania L113 chassis.

Two years of rebuilding and restructuring since the management-led buyout in 1992 resulted in Alexander reporting 1994 sales up 15 per cent to £55.6 million; profit up 81 per cent to £2.74 million; UK market share up two per cent to 33 per cent and an order book up 42 per cent to £55 million. **CBW**

In brief

Route divided

LONDON Transport has split route 20 in two. Route 201 will now take the eastern part of the Raynes Park-Tulse Hill route, running daily from Tulse Hill Station to Mitcham. Route 200 will now end at Mitcham. Both services will be operated by London General.

CNG plant

COMPAIR Reavell is this week to open a new natural gas refuelling point at its facility in Ipswich. The Natural Gas Vehicle (NGV) station offers the area's operators the opportunity to run buses on North Sea Gas.

■ Swedish gas bus: pages 28-29

Statistics day

THE Chartered Institute of Transport hosts the Transport Statistics User Group on 22 June when it studies changes made in the way travel statistics are gathered. The National Travel Survey, used by the DoT, is now conducted using laptop computers on a sample base of around 3,500 households, against the 10,000 used in previous surveys.

Tour diverted

THE Oxford Classic Tour has been diverted... to take in Gloucester Green Bus Station. Run jointly by Tappins, Heyfordian and Lothian Region Transport, the open-topper runs for an hour at a 15 to 20-minute frequency, taking in most of the major sights of the university city.

Home again

THE RAC has launched a minibus get-you-home package aimed at the welfare and education markets... but excluding professional minibus operators. For £79, Minibus Assist members get the usual RAC benefits of breakdown rescue.

▼ Coach and Bus

Euro threat to minis and midis dies down

Directive includes derogation until 2005

UK industry pressure looks set to push back the European Union threat to mini and midibuses to the next decade. It is feared that a planned directive covering the construction of coaches and buses could challenge the viability of minis and midis by cutting their seating capacity.

Continental Europe has yet to experience the switch to smaller vehicles and any EU-wide regula-

by Mike Morgan

tions could stifle future innovation. CBW understands the latest draft coach and bus construction directive will include a derogation until the year 2005 for specifications relating to seat widths and pitches in vehicles under 2.3 metres wide.

This unsatisfactory situation postpones the decision as individual gov-

ernments are left to make their own regulations when the aim of intense UK lobbying from the Confederation of Passenger Transport (CPT), Society of Motor Manufacturers and Traders (SMMT) and Coach Industry Action Group (CIAG) was to remove the threat altogether and it is believed that the view from within the Department of Transport is that the UK Government does not



Seat widths and pitches are not safety issues

favour the derogation.

DGIII, the European Commission's department preparing the long awaited draft, is expected to circulate this compromise solution to other DGs, including Neil Kinnock's transport department. It is un-

derstood that seat widths and pitches are not considered safety issues and, therefore, need not be subject to legislation.

Meanwhile, CIAG is anticipating the next move and preparing an action plan.

▼ Coach

Eight Premiere Javelins spearhead quality drive

GO Whittle has taken delivery of eight Plaxton Premiere 350s on Dennis Javelin chassis... and it's all in the drive for top quality, says Ron Whittle.

The firm's managing director said the coaches — five of which are air-conditioned 49-seaters — will be used on the new extended tour programme which, this year, takes holidaymakers to Tuscany, Lake Como and Portugal.

"To maintain our

competitive edge in the holiday business we have to run top-quality coaches," said Mr Whittle. "Our customers expect, and deserve, no less."

The fleet also gets a few new tweaks to the livery, the letter W in the name being interpreted as a double tick in green and yellow among the blue Go Whittle logo: "Our name and our colours are well-known and we wouldn't want to make any radical

changes which undermine our established image," said Mr Whittle.

"All our front-line coaches are Plaxtons, and that is a reflection of the quality of the product and their service support."

The vehicles, which were handed over at West Midlands Safari Park, were supplied by Plaxton's dealership Kirby Coach and Bus.

● **More deliveries and liveries in Deals and Dealers, page 32,33**

▼ Coach

Limebourne has its O-licence revoked

LONDON-based Limebourne Coaches has had its licence revoked for five years, and its director, Peter Inzani, has been banned from holding an O-licence for two years.

Traffic commissioner Brigadier Michael Turn-

er heard evidence from the Vehicle Inspectorate that tachograph regulations had been broken abroad.

It is believed Mr Inzani intends to appeal against the decision.

● **Legal news: page 16.**

▼ Bus

Passengers look on as man beaten

A BUS driver and 20 passengers looked on as a 27-year-old Reading man had a bottle smashed over his head and was severely beaten up.

Mark Maynard had tried to help a schoolgirl who was being sexually harassed but ended up a victim himself as five youths began their attack on the bus.

After the bus driver opened the door for them, they continued it in the street, kicking Mr May-

nard's head into the kerbstone repeatedly.

"I said to a bloke who was sitting on the top deck, 'help me, help me', but he didn't do anything. They dragged me down the bus, the bus driver opened the door and they dragged me out and nearly kicked me to death," said Mr Maynard.

"The bus driver drove off." Police arrested two people and released them on bail pending inquiries.

CBW



Plaxton-bodied Dennis Javelins are air conditioned

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▼ Coach and Bus

Risen from the ashes

Remanufacturer's confident future

SANDWELL Power Products has emerged from the ashes of one of the least likely victims of the recession - Beans Automotive.

The West Midlands business had an impressive portfolio of clients, including some of the biggest names in the automotive industry, as well as a thriving trade in remanufacturing engines for coach and bus operators under the Dieselmaster banner. It was also the parent company of Tamworth car maker Reliant.

Sadly, its industry connections were to prove its downfall. The closure of AWD hurt, so did the collapse of Leyland DAF, but it was debt from Reliant which pulled the company into receivership last year.

Watching from the sidelines at this point was former director Brian Seaby. He had earlier tried to purchase the engine remanufacturing business from Beans, and parted company with the board when his bid was rejected.

However, receivers KPMG proved more approachable, and Mr Seaby had a business plan and finance ready when Reliant

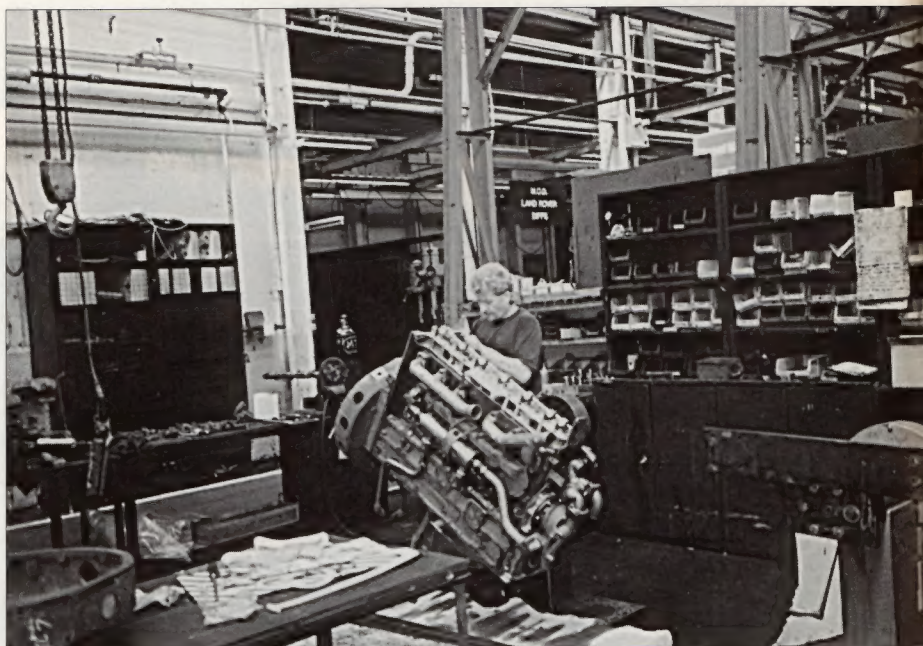
by Richard Simpson

was split from Beans. He changed his plan to include the site at Hurst Lane, Tipton and all engineering work, including OEM part manufacture for the likes of Rover and Unipart.

Mr Seaby accepts Sandwell has some ground to make up in re-establishing its place in the coach and bus market. "Dieselmaster sales dropped off to nothing during the receivership," he admitted, "but there has been a steady increase in sales since then."

Turnover is expected to be up to £2 million by the end of the year, and Sandwell currently has 35 coach and bus engines in stock, with units turning over every day - "remanufactured engines are a distress purchase," Mr Seaby said.

Currently Leyland and Iveco engines are the most popular, but Bedford (the company also builds Bedford engines for fitting to trucks made for export by Marshall), Ford, Mercedes-Benz, Gardner, Cummins, Perkins and Freight-Rover units are also



Leyland 680s used to be the main engine - but now the range is wider

held. Customers' own DAF and Volvo units can be turned around in seven to 10 days, with parts availability being the governing factor.

As a matter of policy, only OEM parts are used when remanufacturing engines, and all bearings, seals and pistons are renewed as a matter of course.

The company is always looking at what's coming on to the market. Mr Seaby points out that, for the first few years of a vehicle's life, servicing and repair is likely to be handled by the manufacturers agent. Once the vehicle is over five years old, this situation changes, and Cummins and Mercedes are expected to become increasingly popular in the future.

"This place used to exist on Leyland 680s. Things are more complex now and we have computerised procurement to do ones and twos across a wide range of engines," Mr Seaby said.

Although the most effective way of cleaning up a smoky old vehicle is to fit a remanufactured engine, Mr Seaby accepts the company is going to have to move fast to keep up with ever-tightening environmental legislation, although he points out the difficulty of getting a re-

manufactured engine to run any cleaner than it did when it was new.

However, emissions testing equipment is to be installed in the factory, and experience gained with electronically-managed car engines means similarly-equipped diesel bus units will hold no fears for Sandwell when they start to come through.

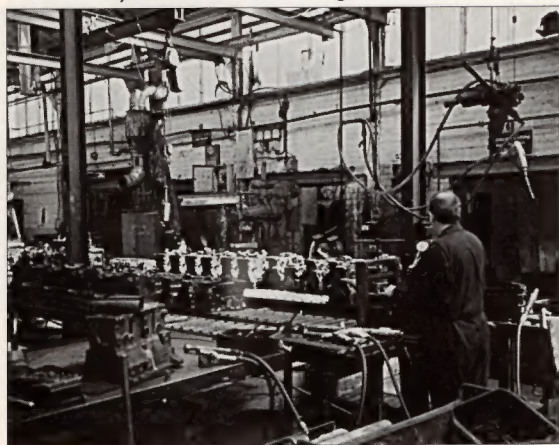
Mr Seaby maintains that a Sandwell-remanufactured engine is likely to be chosen because it offers good quality at a price which is very competitive because the vehicle user is dealing direct with the factory rather than the distributor. Mr Seaby estimates around half the price of a Sandwell-remanufactured engine represents new genuine parts.

Quite a few operators have impress stock with Sandwell, so they can be sure of getting their own units back, as major components such as crankshafts have a limited number of 'lives' as far as reconditioning is concerned.

Sandwell is now re-establishing itself in the market. While 60 per cent of the remanufacturing work is contract-based for the likes of the MoD, Land-Rover Parts and Unipart, coach and bus operators are seen as playing a vital role in growing the other

40 per cent of the business. A further £250,000 is to be invested in the factory this year, with £500,000 to follow in 1996. Staffing is now up to 150, with 10 more to be taken on in July. Clearly, the company is confident about its future.

● Green feature **CBW** pages 25 - 30.



Most remanufacturing work is contract based



Genuine parts used

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▼ Bus

Call for inquiry into bus subsidy

OPPOSITION county councillors in Devon are calling for an inquiry after figures of bus level subsidy were disclosed for the current financial years.

The figures published by Devon County Council show it will spend £1.5 million this year subsidising 200 loss-making services.

However, the opposition Tory councillors are concerned that the bulk of the subsidy is going to a very small number of routes.

In particular they cite the one contract run by Red Bus receiving £200,000 which covers just seven services in the Tiverton/Exeter area.

Tory county councillor Dennis Dicker said of the £4,000 a week subsidy: "It is an enormous sum of money to be spending. It would be cheaper for the council to buy its own buses."

"I am sure there must be a better way of providing the services under this contract and I shall be calling for an investigation to find a better way."

But a council officer pointed out that 350,000 passengers a year used the Red Bus services.

Independent councillor Mary Turner added: "This is a rural area and it is essential there are bus services so people can get around."

"These services would be used by people so they can get to work as well as being able to do their shopping."

▼ Coach and Bus

Wheelchair accessibility plans flawed - consultant

'Emphasis should be on dedicated services for disabled'

by Mark Williams

A LEADING accessible transport consultant says the Government's plans to make all buses wheelchair-accessible are fundamentally flawed.

Robert Bain, a senior economist with Steer Davies Gleave, says the outcome of the Disability Discrimination Bill may be fewer dial-a-ride services and only a marginal uptake of accessible bus services.

"In the design, delivery and development of transport services, we should be taking every opportunity to 'design in' disabled people - not just wheelchair users," said Mr Bain, who has run several accessible transport ser-

vices and managed studies for SDG on the subject. "However, this planning ethos should not become lost in ideological dogma."

"Wheelchair users represent only five to eight per cent of disabled people, and less than half a per cent of the population."

"An even smaller proportion would, or could, ever regard the bus as being an attractive mode of transport, irrespective of its level of accessibility."

"For elderly or disabled people, it is commonly the non-vehicular components of their journey that represent the greatest

barriers - travelling to and from, and waiting at, the bus stop.

"To impose rigorous conditions through legislation upon the vehicle operator in isolation is to look for a 'quick-fix' solution which is wildly off target."

Mr Bain says commercial operators should have concentrated more effort into promoting and providing dedicated transport for the disabled such as dial-a-ride:

"In the accessibility debate, dial-a-ride services may offer the PSV industry an escape route from a development path that could prove to be very costly. Indeed, bus operators should be campaigning alongside other organisations for the promotion of local dial-a-ride services," he said.

And he warned campaigners for the disabled that the universal provision of accessible buses on existing routes may mean the end of dedicated buses for

which many severely handicapped people have no alternative: "In some people's thinking, if all buses were required to be fully accessible, the need for dial-a-ride services would be considerably reduced."

"All the evidence of my operational experience and research, however, would suggest this would be a retrograde step in the development of transport services for elderly and disabled people," he says.

● The Confederation of Passenger Transport is concentrating its efforts on ensuring a realistic timetable for the introduction of universal bus accessibility, rather than fighting it as a principle, said a spokesman.

He said the CPT had assurances from public transport minister Steven Norris that the introduction of accessibility would take minibuses and coaches, and the industry's views, into account (CBW 169, 27 May) but that its eventuality was regarded as a *fait accompli*.

"We are aiming for a 'best case' scenario," said the spokesman.



'Wheelchair users only five to eight per cent of disabled'

▼ Coach and Bus

Deckers' popularity growing in Ireland

DOUBLE-deck tour buses are growing in popularity in Ireland with operators in Dublin and Kilkenny among those to expand their sightseeing fleets.

Anthony McConn, trading as Dualway Coaches of Dublin, has introduced three AEC Routemasters on "Old Dublin Tours".

Such is their popularity that he has converted one of them, front-entrance former BEA RMA 25, to open top.

Meanwhile, in Kilkenny, Ireland's smallest city, JJ Kavanagh of Urlingford has added RMA22 to his fleet of 50 coaches and the Routemaster runs the "Kilkenny Tour".

▼ Coach and Bus

Scrap schools' free travel plan slated

PLANS to maintain education budgets by scrapping free transport for Essex grammar school pupils have come under fire after it was revealed they would save £1 million less than expected.

Essex County Council has slashed estimates of savings offered by the Liberal Democrat

and Labour proposal to £637,000 over 10 years.

Protesters said the figures seriously undermined councillor's claims they were only interested in cost-cutting and not leading a vindictive campaign against the county's eight grammar schools. **CBW**

▼ **Coach and Bus**

'Council operating without licences'

Operators claim safety could be compromised

by Mark Williams

FOUR Calderdale coach operators have established that the local council's transport company has been running minibuses for several years without Section 19 permits or an O-licence.

The 'gang of four' now alleges safety could be compromised by its running of social services bus contracts, and that it is possible that — if it can be proved Calderdale Transport Services is not within the law — its insurance may be invalid.

The row between the four Bradford Coach Operators' Association members and Calderdale Social Ser-

vices centres on the council decision to award previously tendered service contracts to CTS, run by the council (CBW, 22 April).

According to one of the operators — Neil Walsh of TJ Walsh Minibus in Halifax — contracts to transport handicapped people were terminated behind closed doors, with no reason given, and are now being operated by Calderdale Transport Services using drivers not PSV or PCV trained.

The vehicles used — which last year included a hired 35-seater — do not

display O-licence discs of any kind nor DoT Section 19 permits. CBW asked Calderdale Social Services director Marel Denton whether it had either: "To be frank, I may not be qualified to comment on the operational aspects of the services, since the transport department runs those services for me."

"The council does, however, hold an O-licence which was renewed in July 1994. As far as I am aware, no vehicle under 16 seats has been operated on a hire or reward basis."

However, we have confirmed that CTS does

Contracts to transport handicapped ended

not have either licensing arrangement. The traffic commissioner has written to CTS for an explanation. It is believed Mr Denton may have been referring to an HGV O-licence.

What's more, Mr Walsh says the council-issued 'blue card' training for its CTS drivers bears no comparison to PSV and PCV training.

"While busy promoting itself to be the leading light in safety with its new Calderdale Transport Policy, the council has neglected the most important aspect of safety — the professional qualification of the driver, surely the most

important person on the bus," Mr Walsh says in a letter to councillor David Chaytor, the chair of highways and technical services.

The gang of four — which also includes Gledhill Brothers, B&S Coaches and Twin Valley Coaches — has also enlisted the help of local MP Alice Mahon.

● We would like to hear from operators who have faced similar problems. Write or fax letters to: Council Transport Debate, CBW, Wentworth House, Wentworth Street, Peterborough PE1 1DS, fax: 01733 62656.

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- 1994 L DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
- 1994 L DAF SB3000 Int Retarder Van Hool Alizee 'DH', 51R/Toilet
- 1994 L DAF HS2700 Auto Van Hool Alizee 'H', 51R/Toilet
- 1994 L DAF MB230LT Auto Van Hool Alizee 'H', 51R/Toilet
- 1993 K DAF KS3000 Auto Van Hool Alizee 'DH', 51R/Toilet
- 1993 K DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
- 1993 K DAF SB3000 Van Hool Alizee 'H', 51R/Toilet
- 1993 K DAF SB3000 Auto Van Hool Alizee 'H', 51R/Toilet
- 1993 K DAF MB230LT Van Hool Alizee 'H', 51R/Toilet
- 1992 J DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
- 1992 J DAF MB230LB Van Hool Alizee 'H', 51R/Toilet
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- 1989 F DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
- 1989 F DAF MB230LT Plaxton 3500, 51R/Toilet
- 1989 F DAF MB230LB Plaxton 3500, 53R
- 1989 F DAF MB230LB Plaxton 3500, 51R/Toilet
- 1989 F DAF DHTD Duple 320SL, 51R/Toilet
- 1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
- 1988 E DAF SB2300 Duple 340SL, 53R
- 1988 E DAF MB230LT Plaxton 3500, 51R/Toilet
- 1988 E DAF MB230LB Plaxton 3500, 53R

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- 1992 K TOYOTA OPTIMO 21 sts
- 1990 G VOLVO B10M Plaxton 3500, 49R/Toilet
- 1990 G DAF DHTD Duple 320, 57R
- 1988 F SB3000 Van Hool Alizee SH, 49R/Toilet
- 1987 D DAF SB2300 Van Hool Alizee H, 49R/Toilet
- 1987 D DAF MB230LB Duple 340, 53R
- 1987 D SCANIA K112 Jonckheere, 51R/T
- 1986 C DAF MB200FL Plaxton 3500, 51R/Toilet
- 1986 PP VOLVO B10M Plaxton 3500, 52R
- 1985 BEDFORD YNT Plaxton 3200, 53
- 1984 A DAF MB200 Jonckheere, 49R/T

FOR FULL DETAILS TELEPHONE: 01274 681144



PARTS & SERVICE

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Coach and Bus Week ending 17 June 1995



▼ Europe

Spaced out at Disney

TWO OF Disneyland Paris' 'preferred wholesalers', Greatdays and ICT, were blasted into space and simultaneously saw the stars (in this case, Claudia Schiffer, Peter Gabriel and Belinda Carlisle) during the resort's Space Mountain launch party.

Greatdays marketing director Paul Beaumont (pictured above, left)

and ICT operations director Simon Weeks (right) were among the first victims of the terror ride, foisted on them by Disneyland Paris' head of travel industry sales, Peter Welch (centre).

The conclusion? "Well done, Disney. The ride is awesome - a minute of sheer brilliance," said Mr Weeks.

▼ Europe

Cruises for groups

THE growth in river cruise packages is being capitalised on by Dutch operation Rijn-Moezel Kompas of Baarn, which is promoting heavily into the group market.

The company operates four cruisers, on the Rhine, Moselle and Rivers Neckar and Main. Most popular are the MV Amsterdam and MV Princess

Christina, which have scheduled cruises of eight days, running the Rhine as far as Koblenz.

All cruises are inclusive packages departing from Cologne on Saturday lunchtimes.

Details from Philippe Sanders at RMK Rivercruises, on 00 31 21 54 17245, fax 00 31 21 54 28255.

▼ UK

Get off the coach and on your bike

International Motor Cycle show ticket sales boom

by William Golden

IT may be six months before the doors open, but already advance sales for coach visitors to the International Motor Cycle Show have broken all records.

By the end of May, more than 2,500 tickets have been sold for the show, which will be held at the Birmingham NEC from Saturday 28 October to Sunday 5 November.

Irene Yedd, md of Motor Cycle Industry Exhibitions - the event organisers - said: "Coach travel to our show has been growing in popularity since we moved permanently to the NEC in

1989. Customers appreciate the convenience which coach travel can offer.

"We also offer tickets on a sale or return basis and, prior to the show, we advertise the coach operator's name, telephone number and pick-up points in *Motor Cycle News*, which is bought by 130,000 motorcyclists."

After last year's record-breaking event, the 1995 International Motor Cycle Show offers extra opportunities for coach operators by being extended to run over two weekends.

NEC box office manager Finlay McAllan said: "Last year we attracted 143,000 visitors and we are confident that the added interest from the coaching industry will help us to better that figure in 1995."

The show will be open daily from 10am to 6pm and coach companies qualify for a £2 discount on the £10 admission.

More details from the MCIE box office, Unit 12, Rochester Court, Anthony's Way, Medway City Estate, Rochester Kent ME2 4NW, tel 01634 727890 (fax 01634 724709).

▼ Europe

Pleasure in them thar hills?

EAST Anglian theme park Pleasurewood Hills has set its sights on sales of tea and cakes by slashing senior citizen group ticket prices... but with a myriad of restrictions.

Groups must be at least 10 over-50s without any accompanying children, and pay a mid-

week, afternoon visit to the park before 8 July - when the school holidays start. If your group can meet all these restrictions, however, they get in for £2.75 a head against the usual £9 or so.

Aside from the gentler rides - including a new tower which gives a

bird's eye view of the park - the over 50s can have a Ritz Tea of sandwiches, pastries and unlimited tea for £2.25, then enjoy the well-manicured gardens.

Bookings can be made direct with Susan Fitzgerald on 01502 586000.

▼ UK

Council wants your help

A WEST Yorkshire council wants to recruit coach operators to help bring more school parties into the area.

Calderdale Council's leisure services department has launched a new schools visit guide, which is being sent to 2,500 primary schools in the area.

Mike Williams,

Calderdale's tourism development officer, said: "The area has a tremendous variety of great educational attractions - such as Eureka! The Museum for Children in Halifax - and we hope this guide will encourage teachers to visit some of them."

"Rising transport costs can be prohibitive for

schools. That is why we are forging links with coach companies that will offer economic rates for school parties."

For more details, contact Mr Williams at the Tourism Unit, Calderdale Council, 1 Bridge Gate, Hebden Bridge, West Yorkshire HX7 8EX, tel 01422 842830.



Mike Williams (right) launches the school visits guide with help from Brian Handley, chief exec of Yorks and Humberside Tourist Board.

Picture: Halifax Courier

▼ UK

Welcome bonuses

A NEW points system is on the menu for coach drivers visiting Welcome Break service areas this Summer.

Under the Coach Passenger and Driver Incentive Scheme, which is being launched on 26 June, Welcome Break will form "partnerships" with individual operators, who will receive special driver packs which will include a membership card and registration form.

Drivers will then receive vouchers to distribute to passengers, which will enable them to make savings on meals at the 26 Welcome Breaks on motorways and trunk roads in the UK, tailored to the time of the visit.

In turn, drivers will earn one point for each passenger visiting a Welcome Break Granary Food Court. Once enough points have been collected, they can be exchanged for Forte Leisure Break cheques or vouchers at major retail outlets.

For more details call the hotline on 0800 137836.

▼ UK

Theatre catering for the disabled

Innovative features show just what can be done

by Mark Williams

OPERATORS whose clients include the physically handicapped should take a look at shows at Basingstoke's Haymarket Theatre, where facilities are being promoted.

Not only does the theatre have an induction loop fitted to transmit sound to hearing aids, it can also issue infra-red headsets to non-hearing aid wearers. Seven wheelchair spaces are provided in the theatre, and special seats can be reserved for

the ambulant disabled.

Perhaps the theatre's most innovative feature is shows for the partially sighted or unsighted. On the final Wednesday evening of each show's run, a performance is audio-described - a voice-over explaining the action on stage.

Guide dogs can be accommodated without problem. During the same show, the hard of hearing

can also enjoy 'signed' performances.

Shows planned for the Haymarket's Autumn/Winter season include Alan Ayckbourn's excellent *Time and Time Again*; Anthony Shaffer's whodunnit, *Sleuth*; the musical *The Frog Prince*, which is particularly good for children; and Noel Coward's comedy *Private Lives*.

For full details, contact the Haymarket box office on 01256 465566.

▼ UK

BTA guide

THE latest edition of the British Tourist Authority's *Britain Events* guide has just been printed.

The 80-page booklet gives brief details of all major national events from July until December of 1996 including contact numbers and a brief summary of the type of event.

They are arranged in date/type order and fully indexed. The guide is invaluable for tour and excursion planning, particularly for incoming groups.

Operators can subscribe to *Britain Events* for £10 for two issues a year by writing to Britain Events, The BTA, Finance Department, Thames Tower, Black's Road, London W6 9EL.

▼ UK

P&O recognises Botel contribution



A LIMITED edition print of P&O's flagship ferry The *Pride of Dover* has been hung on wholesaler Botel's office wall in recognition of its partnership with the shipping company.

P&O's group sales manager Ray Brunton (left) presented the picture to Botel sales director David Bridge for achievement - making Botel the first wholesaler to get the acco-

lade. "We have had several joint promotions," said Mr Brunton. "But sales of holidays in Paris have been particularly good, and we're looking forward to a similar performance of our off-site Disneyland Paris breaks. Botel has grown rapidly to a stage where it is now considered to be an established wholesaler in a tough market."

CBW

Eurowatch

WEATHER

City	Average temperature last week	City	Average temperature last week
Athens	29C/84F	Madrid	26C/79F
Amsterdam	13C/55F	Oslo	16C/61F
Berlin	18C/64F	Paris	20C/68F
Brussels	14C/57F	Rome	22C/72F
Dublin	13C/55F	Stockholm	22C/72F
Lisbon	26C/79F	Vienna	20C/68F
Luxembourg	63C/63F	Zurich	17C/63F

DIESEL PRICES

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling
Austria	0.48	Netherlands	0.50
Belgium	0.51	Norway	0.68
Eire	0.53	Poland	0.23
France	0.47	Portugal	0.43
Germany	0.50	Spain	0.43
Italy	0.50	Sweden	0.62
Luxembourg	0.41	Switzerland	0.61

(Courtesy AA Roadwatch)

HOLIDAY POUND

Country	Currency exchange rate	Country	Currency exchange rate
Austria	15.25 Sch / £	Italy	2,540 Lire / £
Belgium	44.50 BFr / £	Netherlands	2.44 Gld / £
Denmark	8.52 K / £	Norway	9.76 NKr / £
Eire	0.97 Punt / £	Portugal	230 Es / £
France	7.61 Ffr / £	Spain	187.5 Pta / £
Germany	2.19 DM / £	Sweden	11.35 SKr / £
Greece	352 D / £	Switzerland	1.79 Sfr / £

▼ Legal advice

Government's plans to tighten up on emissions

From 1 September there will be tighter MoT test standards

UNFORTUNATELY, many of the vehicles on the road now are not as new as they might be and, in view of the increased competition and keeping costs down, they are not as well maintained as used to be the case.

So, in many of our cities, we see buses emitting unpleasant gases into the atmosphere. So serious has this problem become that the Government intends to take immediate action over it.

From 1 September there will be tighter MoT test standards applied to such vehicles. At present the MoT test is designed to deal with serious problems and generally not to highlight emissions. It is intended the new test will incorporate a method of detecting and correcting this problem. Should there then be a breach, operators will subject themselves to a delayed prohibition and, in serious cases, for example, where the smoke emitted causes a fog, an immediate prohibition will be issued. A delayed prohibition takes effect



10 days after the issue of the notice, whereas an immediate prohibition means the vehicle must be taken off the road instantly. The operator will then have 14 days in

'In our cities, we see buses emitting unpleasant gases'

which to notify the Vehicle Inspectorate that corrective action has been taken, the MoT test passed and the prohibition cleared at the local police station. Failure to do

this will mean prosecution with severe penalties.

Furthermore, the lack of maintenance or a serious defect in the vehicle will automatically result in a prosecution and a prohibition order. Maximum fines in the case of using a vehicle which exceeds the prescribed emission will be £2,500 and for using a vehicle in contravention of a prohibition will be £5,000.

Additionally, operators may find themselves before the traffic commissioner at a public inquiry with a real possibility of having their licence revoked or suspended.

Operators are advised, at this stage, therefore, to ensure that their vehicles comply with the law, otherwise it will be a very costly business.

● Anthony Ostrin is a senior partner of Yaffe Jackson Ostrin, solicitors, of Liverpool (tel: 0151 236 5555) and principal of Bruce Weir Associates, solicitors, of London (tel: 0181 746 2015).

● CBW Green Special: ps25-30.

▼ Licensing

Operator banned for five years

70 COACH operator Sandra Robertson has been banned from holding or obtaining an O-licence for five years by Scottish traffic commissioner Michael Betts.

In March the commissioner revoked with immediate effect the three-vehicle licence held by Ms Robertson, who trades as Sandra's Coaches, of 45 Kimberley Street, Mountblow, Clydebank, when she failed to attend a Glasgow disciplinary inquiry.

The commissioner said that, in the circumstances, he could no longer be satisfied there were satisfactory arrangements in place for the maintenance of her vehicles.

He said he proposed to ban Ms Robertson but, before he considered that course, she was entitled to make representations about that proposal. He gave Ms Robertson 28 days in which to make such representations as she saw fit. In the absence of any reply forthcoming from Ms Robertson, Mr Betts has now decided to ban her for five years.

▼ Licensing

Minibus operator fails to show again

70 MINIBUS operator Gordon Evans' licence was suspended indefinitely when, for the second time, he failed to attend a Cardiff disciplinary inquiry headed by South Wales traffic commissioner John Mervyn Pugh.

Consideration of disciplinary action against Mr Evans, who trades as Gordon's Minibus Services, of Fernlea, Upper Vaynor Road, Cefn Coed, Merthyr Tydfil, Mid Glamorgan, was adjourned in April when he failed to appear.

Mr Pugh said a number of convictions had been

recorded against Mr Evans and he needed to know if the fines had been paid.

He understood Mr Evans had told vehicle examiners his vehicle had been sold and he proposed to surrender the licence.

However, no such application had been made.

Unless Mr Evans sought to surrender his licence, or applied for the suspension to be lifted, in the next six weeks, the commissioner said he would consider revoking the licence and the possible banning of Mr Evans from holding a licence.

▼ Licensing

Former partner is granted a licence

70 MAUREEN Stolzenberg has been granted an O-licence in her own name, trading as Llynfi Coaches, after the retirement of her former partner J V Gilbert.

Mrs Stolzenberg, of Queen Marys Lane, Maesteg, Mid Glamorgan, had applied for a new national licence authorising 13 single deckers and two minibuses at a Cardiff public inquiry before South Wales traffic commissioner John Mervyn Pugh.

The commissioner was told Mr Gilbert no longer had any participation in the enterprise and the intention was that eventually Mrs Stolzenberg would enter into a

partnership with her husband David, the firm's current nominated transport manager.

Mr Pugh said it was an untidy situation but he would grant the licence on condition the licence held jointly with Mr Gilbert was surrendered.

Technically, the partnership did not exist, which made the existing licence illegal, so it was important that the situation was tidied up.

The commissioner made it clear that, if a new application was made in the name of Mr and Mrs Stolzenberg, the licence he was now granting would have to be surrendered. **CBW**

MMC INVITES EVIDENCE ON THE ACQUISITION BY STAGECOACH HOLDINGS PLC OF AYRSHIRE BUS OWNERS (A1 SERVICE) LTD.



The Secretary of State for Trade and Industry has asked the Monopolies and Mergers Commission to inquire into the acquisition by Stagecoach Holdings plc of Ayrshire Bus Owners (A1 Service) Ltd. The Commission will study the possible effects on the market for bus services in parts of the Strathclyde and Dumfries & Galloway regions.

Anyone wishing to obtain a copy of the full terms of reference, or to submit evidence, should write to: The Reference Secretary (Stagecoach/A1 Service), Monopolies and Mergers Commission, New Court, 48 Carey Street, London, WC2A 2JT.

Any evidence should be submitted in writing, quoting reference "Stage/A1", by 30 June 1995, if possible.

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1989 (F)	DAF SB 2305	ALGARVE (LOW DRIVER)	49/53 recliners, power door
1988 (PP)	DAF MB 230	ALGARVE 3.5	51 recliners, toilet, berth
1987 (D)	TIGER 260	DUPLE 340	51 recliners, toilet, Webasto
1987 (PP)	DAF MB	ALGARVE	51 recliners, toilet, Telma
1986 (C)	DAF SB	BOVA FUTURA FLD	53 recliners, double glazing
1985 (B)	DAF SB 2300	BERKHOF ESPRITE	53 recliners, power door
1985 (PP)	DAF MB 230	VAN HOOL	51 recliners, rear toilet
1984 (A)	BEDFORD YNT	WRIGHT CONTOUR	53 seats, power door

MINIBUS SELECTION

1993 (K)	TOYOTA	OPTIMO II	21 seats, power door, tinted windows
1991 (J)	TOYOTA	OPTIMO II	18 seats, power door, tinted windows
1991 (H)	TOYOTA	OPTIMO I	21 seats, power door, tinted windows
1989 (G)	TOYOTA	OPTIMO I	21 seats, power door, tinted windows
1986 (C)	TOYOTA	OPTIMO I	19 seats
1988 (E)	MAN 8.136	REEVE BURGESS	32 seats, power door

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50 Kiel R80 luxury reclining seats plus twin courier with fold down arm rests (adjustable foot rests)
 Lap type seat-belt per seat
 Tinted double glazing - with curtains
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 Toilet washroom
 Kitchen/modesty panel (coffee/heater/boiler/basin)
 Refrigerator below kitchen
 Telma retarder
 Lift/lower device
 Drivers sleeping cabin
 Refrigerator installed in dashboard
 On board phone - 3 extensions
 Folding tables to seat backs
 Seat back nets
 Waste disposal chute
 Vehicle alarm system
 Drivers safe welded in skeleton
 Central locking for luggage flaps
 Webasto with timer
 Blaupunkt radio/PA/cassette video system
 Carpets to aisles and stairs
 Tempo 100

2 X NEW NEOPLAN N212H JETLINERS

ENGINE: Daimler Benz OM 401

LA 290 HP (V.6)

GEARBOX: ZF S 6-85 Manual gearbox

SPECIFICATION INCLUDES

35 Kiel R80 luxury reclining seats plus courier seat (adjustable foot rests)

Lap type seat-belt per seat

Tinted double glazing with curtains

Full air conditioning

Luggage compartment approx.

6 cubic metre

Washroom/toilet O/S rear

Kitchen with coffee machine

Lift/lower device

Refrigerator installed in dashboard

Folding tables to seat backs

Seat back nets

Vehicle alarm system

Drivers safe welded in skeleton

Central locking for luggage flaps

Blaupunkt radio/PA/cassette

Video system

Carpet to centre aisles and stairs

Tempo 100

2 X NEW NEOPLAN TRANSLINER SHD-

DENNIS JAVELIN 290 GX

ENGINE: Cummins 6CTAA Six cylinder diesel 290 HP

GEAR BOX: ZF S6-85 six speed

Manual gear box

SPECIFICATION INCLUDES:

50 Kiel R80 luxury reclining seats plus courier with fold down arm rests

Lap type seat-belt per seat

Tinted double glazing with curtains

One piece screen

Rear manual emergency exit continental door

O/S/R Sunken toilet

Kitchenette including water boiler and sink

Large fridge

Lift/lower device

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UK concessionaire for

Q I see vehicles going round all day with School Bus signs on permanent display. Is this legal? Surely it defeats the purpose of them if they are on show when the vehicle is not being used as a school bus?

GL, Perthshire

a The law is contained in the Road Vehicles Lighting Regulations 1989 (S.I. 1989/1796) Regulation 17A. This regulation was inserted by Road Vehicles Lighting [Amendment] Regulation 1994 (S.I. 1994/2280).

It simply states when a school bus sign must be used. It does not include any ban on using it at other times. Indeed, I believe that, when consultation was taking place regarding these regulations, the industry, local authorities and schools made the case for not making it an offence to display such a sign when it was not legally required.

This was partly to avoid the risk of prosecution if, say, a driver simply forgot to remove it between journeys for which it was required, but also to permit these signs to be used by vehicles carrying schoolchildren in circumstances where no legal obligation arose to use them.

Having said that, I totally agree with your sentiments. Like hazard signs being displayed on motorways when no hazard exists, purposeless display will lead to contempt for these signs. I would go one stage further for I have seen these signs still on display when adults are being carried on excursions and private hires. Can operators really expect to market the concept of luxury coaches and quality hires and excursions when the vehicle carries a label, School Bus?

Q Regarding the changes to the VAT Tour Operators' Margin Scheme due to come in to force next January: I see from press reports tour operators are saying the way this works will give an unfair advantage to air carriers who provide holidays using planes they own. Will coach operators operating tours with their own vehicles be better off under this new rule than tour companies who hire in transport?

MJ, Clwyd

a Early reports of the changes to be made in the Tour Operators' Margin Scheme (TOMS) calculation from 1 January 1996 gave the impression that, instead of only that part of the margin earned from selling positively-rated items (eg accommodation) being liable for VAT, tax would be payable on all of the margin (ie including that earned from the sale of zero-rated coaching and ferry crossings). Customs & Excise has now published VAT Information Sheet 5/95 and this makes it clear VAT will be due on all of the margin (ie the 'mark-up') only on bought-in supplies.



Questions & Answers

Supplies of zero-rated transport which are made 'in-house', whether an airline providing its own planes or you providing your own coaches, as part of a package sold with a margin scheme supply (eg accommodation) are not affected by the change to TOMS.

Therefore, if your company uses its own coaches and sells packages containing only bought-in accommodation, the change in TOMS will have no effect whatsoever. But if such packages also include bought-in ferry crossings, there will be a slight increase in VAT due under TOMS arising out of the margin (or mark-up) on the ferry crossing.

Note the ferry crossing is zero rated and there is no tax due on the sale of the crossing as such, only on the proportion of the mark-up which is attributable to the sale of the ferry journeys. If, however, you were a tour operator, and bought-in all the elements of the package (ie the coach, the ferry and the accommodation), you would be liable to pay VAT under TOMS on the entire difference between the cost of buying-in these items and the sale price of the package.

As well as hitting tour operators who do not own their own coaches, this new TOMS rule will discriminate against PSV operators who have set up a coach operating company and a tour operating company, with the latter hiring vehicles from the former. For the tour operating company will have to pay TOMS VAT on the

Questions on coach and bus operation should be sent to: Marksman, c/o Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS or fax 01733 62656 Marksman will answer more questions on 1 July

margin earned from hiring-in the coach from the sister company.

There may well be good reasons to have separate companies for coach operation and tour sales. I have, however, always advised against taking this step to simplify the TOMS calculation. The new scheme will, indeed, give a financial advantage to those who maximise the in-house supplies. The greatest beneficiaries will be those who own accommodation and the means of transporting passengers.

Q You seem to get a lot of questions about split daily rest. I quite understand it involves having a total of 12 hours rest instead of 11 and that it can be split into two or three parts as long as they are at least an hour long and one of at least eight hours. This long block has to fall at the end of the working day. What I do not get is the point of it. What use is it?

SR, Lancs

a The basic rule is that, in each working day, which can be any period of up to 24 hours when single manning, there has to be a daily rest period of 11 hours. However, this can be reduced to nine hours on three occasions in any week but any reduction has to be compensated by the end of the next week. What is more, this compensation has to be attached to a daily rest period of at least eight hours and, if the driver requests it, the compensation has to be at his home base.

Remember rest is defined as a period of at least an hour when a driver is not working. Consequently, by utilising the split-rest rule, any rest taken during the day can count as part of that day's rest total.

It is like giving compensation in advance and wherever the driver happens to be rather than at his home base and without having to attach it to another eight-hour rest period. A single hour of rest during the day is neither here nor there with split daily rest because the daily total goes up to 12. But a rest of just 1½ hours during the day will reduce the necessary end of day rest to 10½ - with no need to worry about compensation.

So, if a driver has three hours rest during the day, in one or two blocks of at least an hour each, only nine hours is needed at the end of the day - not only without attracting the burdens of compensation, but also without limit on the number of times this can be done in a week. Indeed, as long as the necessary four hours rest can be scheduled between work during the course of each day, it is theoretically possible for a driver to only have eight hours rest between working days on every day of the week.

It is a device which considerably increases the flexibility of legal working. That's the use of it! But do note that, while I said my most extreme example was possible in theory, it has to be questioned whether any responsible and caring employer would expect drivers to work to that sort of schedule - even if it is attainable in practice.

CBW



The local operator might disagree with the magistrate...

Conflicting verdicts

A WOMAN given a one-year driving ban by a magistrate also received an apology from him - because he said the town's public transport system wasn't up to scratch.

Claudia Possamai, 23, of Bedford pleaded guilty to drink driving. She had been stopped by police for driving an overloaded car and exceeding the speed limit.

As well being forced to find alternative means of transport for the next 12 months, Ms Possamai was fined £200 and ordered by magistrate, Roger Davies, at Horseferry Road Magistrates to pay £40

costs. However, on passing sentence, he said: "I am sorry to hear all this but I have to disqualify you from driving for at least a year. I know it can be difficult using public transport, especially in Bedfordshire. I know the area."

But Bedfordshire county engineers department spokesman Tony Edwards said: "Obviously the magistrate is not a local public transport user."

"We would like to send him a bus map so he can see what we have on offer. I am sure he would find our system as good as others he uses."

Search on to find maker's oldest working battery

THE hunt is on for the battery which has clocked up the most impressive service life. Tungstone batteries of Market Harborough has launched a nationwide search to find the oldest working battery that carries the Oldham, Tungstone or Crompton name.

And when that battery finally decides

it can no longer take charge of its responsibilities, Tungstone hopes its owner will donate it to a museum planned for the company's headquarters.

So far, retired engineer, Cyril James of Bognor Regis, has established the benchmark for battery life expectancy. The battery in his Mark II Ford Escort has clocked

up 13 years continuous service.

If you know of an older battery that can still spark an engine into life, get in touch with Linda Johnson at Tungstone Batteries, Lathkill Street, Market Harborough, Leicestershire LE16 9EZ. There's a free replacement battery for the winner and the runner-up.



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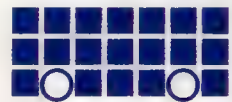
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LETTER OF THE WEEK



The powers of examiners

From Alan Campbell

You included (CBW, 20 May) a reference to the powers of traffic examiners and vehicle examiners on the Marksman Q&A page.

In fact, traffic examiners do have prohibition powers, as in law they are not differentiated from vehicle examiners. They have long issued overloading prohibitions (albeit rarely to PSVs) but, in practice, have not issued roadworthiness prohibitions. Conversely, vehicle examiners normally issue prohibitions but rarely institute prosecutions.

This difference in approach is recognised and we are now proposing that vehicle examiners will institute prosecutions for some roadworthiness defects, as well as issuing prohibitions. Traffic examiners will start to issue prohibitions, in accordance with the categorisation of defects, for any defects they find - there are no plans, however, for traffic ex-

aminers to carry out "full" roadworthiness inspections.

Neither of these changes will come into effect until both groups of examiners have received appropriate training.

The article also made reference to the Vehicle Inspection Notice, PGDN35. This should be issued in appropriate cases by vehicle examiners where they have carried out a defect-free full spot check. It would not be issued in the case of a limited inspection (eg an emissions-only check). Similarly, traffic examiners would not issue the notice as their roadworthiness check would be of a cursory nature.

I hope this clarifies the points raised.

Alan Campbell
Road Transport Enforcement Division
Vehicle Inspectorate
Bristol

Write to: The Editor
Coach and Bus Week
EMAP Response Publishing
Wentworth House
Wentworth Street,
Peterborough, PE11DS
or fax 01733 62656



The editor is always pleased to receive letters for publication in *Coach and Bus Week* and will, if requested, publish these anonymously. But please attach your full name (ie first name and surname) and address for our information.

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Letter of the week wins a
Corgi Classics model bus

Deckers in Shanghai

From E Keith Lloyd

I was interested to read (CBW, 3 June) that Alexander is involved in a joint venture to build double deckers in China. Double deckers are already being built in that country and last year I was able to travel on some of those operating in Shanghai. From the maker's plates on the back of the buses I understand they are made by the Bus Division of the Fei River Vehicle Manufacturing Works in Bengbu City, Anhui Province.

I suspect they are built under a joint venture with a German manufacturer, but I have no details as to how much of the bus is manufactured in China and how much is assembled from parts imported. The buses seat more than 90 and stand as many as can cram on. They are crew operated with two conductresses in addition to the driver (labour is cheap in the PRC!) and several were in all-over-advert liveries. The route on which I travelled was the ZX55 operating from Wu Jiao Chang in the north-east of the city to Nan Pu Daqiao, one of the two modern high-level bridges across the River Pu.

Incidentally ZX is an abbreviation for zhuan xian, the pinyin romanization of Chinese characters meaning "special line". Standee single deckers (often articulated) continue to provide the majority of the city bus services in

China but increasing prosperity in parts of the country means that additional services providing a higher standard of comfort at higher fares are now required in several cities. The vehicles used for such services range from minibuses (also crew operated!) to double deckers.

E. Keith Lloyd
Freemantle
Southampton
Hants



Decker photographed in Shanghai, China, by E Keith Lloyd

Scourge of poor wages

From Peter Gibson

The letter (CBW, 27 May) on the issue of wages, does, I am sure, reflect the disgust at the results of the depression of hourly wage levels throughout the coach and bus-driving workforce. I was recently forced to give up

bus driving after 24 years in London. It is now very rare for drivers to reach retirement age while driving in service in London. The physical and mental stress results in early or medical retirement.

The low hourly rates of pay force drivers to work longer and longer hours - often in excess of that which the law allows - so as to take enough to earn a living and keep a roof over the family's head. Yet bus driving on London's congested streets requires a high degree of alertness and skill. This cannot be maintained if you are driving nine to 10 hours per day for six days a week.

The degree of commitment and pride that there used to be in being a London bus driver has disappeared with the increasing pressure put on to them to earn more than the basic pay. In my own garage at least three drivers gave up work because, with a family of three or four children, they could not afford to work as a bus driver in London.

Your correspondent is quite right to report that "many regular experienced drivers are leaving the industry because of poor wages." What is even worse is that their places are being taken by much younger drivers with little if any commitment and little experience. That may produce a better balance sheet in the short run, but must produce a loss of public confidence in the long run.

Peter Gibson
West Croydon
Surrey

Lack of organisation

From Anthony Hill

I was very pleased to read Steve Whiteway's letter regarding the UK Coach Rally. I entered two drivers in this event in 1994 and was also appalled at the lack of organisation and professionalism. I think safety should be given a very high profile at the so-called premier event in our industry's calendar and, after last year's event, I sent a lengthy letter to the organiser, Coach Displays Ltd, and had the feeling it would fall on deaf ears, as your letter proves it did.

When I approached Mr Cousins of Coach Displays on the Saturday night, after the evening meal, about my concerns about the way the driving tests were set out and about the marshalling, which in 1994 was being done by teenagers under the so-called supervision of a gentleman in T-shirt and jeans, all I was told was "I am nothing to do with coaching, my job and profession is plumbing and central heating." Well! surely this speaks volumes.

Should this yearly event not be put together by respected and professional people from within the industry who are in touch with public feelings towards the industry? This I believe could be easily achieved by the industry selecting a committee and, who knows, maybe the Coach Rally might be able to show a small profit as Mr Cousins reckons he has had to put funds into it for the past few years.

Anthony Hill
Impact
Ealing
London W13

Show us your bus

From Dr Martin Isles

I have read with interest the recent articles on the stalwart vehicles which operators have kept in fine fettle for many years and which still earn an honest crust. The vehicles concerned are a credit to their operators and manufacturers.

Some of these vehicles turn up each year at our annual Showbus rally to rub shoulders with the large numbers of preserved buses and coaches present and to cast an eye at more modern equipment, which somehow lacks the same sort of character.

I would like to invite the many correspondents, who have been proudly telling of their elderly charges, to a day out at Showbus, at the Imperial War Museum near Cambridge on Sunday 24 September. It seems these doyens of yesteryear deserve the opportunity to get together and reminisce of days gone by.

Of course, we welcome entries of all types of coach and bus, and the event adds a lot extra to the usual Duxford excursion. We expect around

300 entrants, 100 stalls selling all sorts of bus paraphernalia and a crowd of over 7,000. For an entry pack and full details contact Dave Reid at 'Inglewood', Bovingdon Green, Marlow SL7 2JH, or fax/phone me on 01494 558147.

Dr Martin Isles
High Wycombe
Bucks

Question answered

From Richard Delahoy

Writing about the GM Buses South's Dennis Falcon Merc-engined decker, Howard Piltz asks where else in the world one can find one? He answers his own question earlier in the article, with a reference to Hong Kong. Kowloon Motor Bus operates 41 Mercedes double deckers, based on 11-metre 0305 chassis.

The first went to Hong Kong in 1983 as a demonstrator and was bought by KMB, which subsequently ordered a further 40, all fitted with Alexander bodies.

They are fitted with the OM407H horizontal rear underfloor engine and further details can be found in Mike Davis' excellent book on KMB, recently published.

I believe similar buses may also exist in Singapore and in South Africa.

Richard Delahoy
Southend on Sea
Essex

Merces in Hong Kong

From John May

I enclose enclosed a photograph taken on a visit to Hong Kong in November 1993 which should answer the question (rhetorical?) on page 30 (CBW, 3 June). The bodies are by Walter Alexander as per your news item on page 18.

John May
Ashford
Middlesex



Hong Kong Merc-engined decker (Photo by John May)

Could we be first?

From Sholto Thomas

While not wishing to detract from Solent Blue Line's enterprise at providing its crewed-operations with new vehicles (CBW, 27 May), we too operate M-registered buses with conductors as part of our high-frequency and tightly-timed Dundee Carnoustie Arbroath network.

These services utilise 25 conductors from Dundee and Arbroath depot with Leyland Olympians and MCW Metrobuses being the usual stock. However, in March this year, two new Dennis Darts were introduced on two of the less heavily-used vehicle diagrams. Could we stake a claim for Britain's newest single-deck conducted buses?

And, the morning peak currently sees a conductor board a month-old Northern Counties-bodied Volvo Olympian on a Montrose-Dundee journey to speed its progress between Arbroath and Dundee.

Sholto Thomas
Commercial director
Strathay Bus & Coach

What law and order?

From David Wayman

So thousands of speeding vehicle drivers are going to be let off (CBW, 27 May, M25: police back down) even though the police have the evidence ready-made.

And here was I thinking we had a Government of law and order that meant everything it said and was free from any suggestion of double standards and hypocrisy, especially when it came to punishing law-breakers. I'll just have to revise my opinion.

David Wayman
Oldham Transport Users Forum
Lancs

No knocking copy

From Professor John Hibbs

Why do bus company managers permit 'knocking copy' in bus advertisements? Only too often they promote their own competitor, the private car. Maxwell House does not advertise TyPhoo tea on its coffee jars!

Now we have advertisement for Talk Radio UK, which implies that buses are slow. Have commercial managers in the industry never heard of a subliminal message? The bus industry needs desperately to raise its image in the public eye, not to undermine itself through not taking thought.

Professor John Hibbs
University of Central England
Birmingham



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Profit from the environment

In today's climate of awareness of green issues car = bad, PSV = not bad

“KILL congestion and don't choke Britain,” said transport minister Stephen Norris at last week's launch of the *Don't Choke Britain* campaign, aimed at encouraging public awareness of the effects of congestion on the environment and the vitality of cities (CBW, 10 June).

In addition CBW's news pages included the story of the green lane initiative in Cleveland.

This £1.1 million scheme is the first comprehensive bus green route to be implemented in the United Kingdom and is part of the county council's initiative to: “Think before you set out... Do I need to use the car?”

Commenting on the *Don't Choke Britain* campaign, which runs throughout this month, Mr Norris said: “This campaign to get more people to leave their cars at home and to use public transport gets bigger every year, with more and more local authorities encouraging the casual car user to get on a bus or a train. The level of interest in this campaign does not surprise me as many people experience the first hand effects of vehicle pollution every day.”

Meanwhile, minister of railways and roads, John Watts, has welcomed the Rural Roads report published by the Countryside Commission. He says this report on roads in the countryside is a valuable contribution to the

ongoing debate on the future of transport policy. The report sets out the commissioner's ideal for the future of rural roads, and contains detailed advice on how to minimise the impact on the countryside.

Yet this is just one week in the life of CBW. But it serves as a sample of the growing trend towards environmental awareness which is the trigger for a growth in coach and bus passenger numbers.

If the coach and bus industry can come up with the answers it has a golden opportunity to capitalise on the opportunities being opened up.

Some of the changes are being forced by a swing in public awareness. Others are being pushed by legislation.

However, the sum total is a move which is of immense significance for the industry at large.

Given the right solutions, the conditions are starting to emerge whereby the coach and bus industry is in a position to supply the answers - and make profit.

This eight-page CBW green special looks at some of the initiatives which point the way forward.

But, before you move forward, remember the warning on page 16 about changes in the MoT scheduled for September and do our quick test on your environmental knowledge (right).

Green on green issues?

Test your knowledge with this CBW quiz

1. Your fitter throws a plastic shrink-wrap from a delivery of spare parts on to a pile in the corner of the yard. How long does it take to biodegrade?

A - 25 years?

B - 50 years?

C - 100 years?

2. Which fuel does the least damage to the environment?

A - Diesel?

B - Petrol?

C - Neither?

3. What proportion of car journeys are under two miles and could be avoided by walking or taking the bus?

A - 15 per cent?

B - 25 per cent?

C - 35 per cent?

4. You operate an older coach or bus which is not fitted with a Euro I engine. What action should you take?

A - Have it re-engined when ready for an overhaul?

B - Take the vehicle on a long non-stop run to clean up the engine?

C - Keep it well serviced and use it less?

5. What is the most environmentally-friendly way to dispose of used engine oil?

A - Pour it down a drain?

B - Dig a large hole in the ground and tip it in?

C - Have it collected and taken to a local authority collection point?

● Give yourself marks out of 10 for your answers:

question one - A=5, B=10, C=5;

question two - A=0, B=5, C=10;

question three - A=0, B=0, C=10;

question four - A=10, B=0, C=10;

question five - A=0, B=0, C=10.

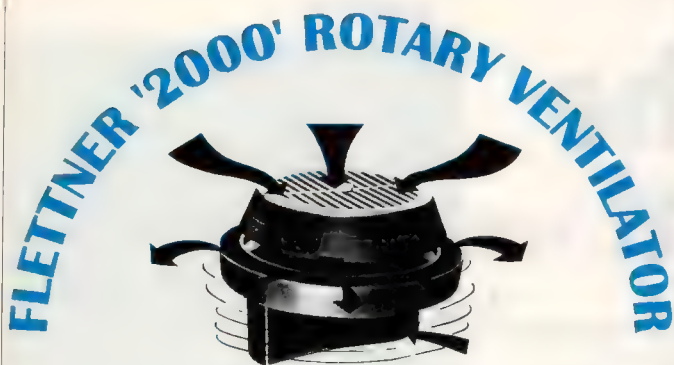
Air monitor

THE Department of Environment has awarded TBV Science a £3 million contract to run the UK automatic urban air quality monitoring programme. This contract also involves a substantial expansion of the monitoring network to include up to 80 sites across Britain in 1997.

Faced with widespread concern about air quality and wanting to initiate an informed debate about the problem, the Department of the Environment commissioned a network of urban air quality monitoring stations, initially in 12 cities. Experienced in automatic air quality monitoring since 1975, TBV Science (with TBV Stanger, part of Tarmac Professional Services) won the original contract and set up and managed the stations from 1992 to 1994.



Cleveland green lane initiative first comprehensive bus green route in UK



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Sweden's SL on the road to an alternative fuel

It looks like a conventional bus, but this Scania is running on fuel produced from decomposing vegetable matter

S of Stockholm has been a pioneer among transport companies in trying out new technologies and alternative fuels with a view to reducing or preferably eliminating exhaust gas emissions.

Its fleet of around 1,600 buses has always been run on low-sulphur diesel and in recent years several vehicles of its fleet have been testing alternative fuels: ethanol; gas; electricity; flywheel; and pressure accumulator technology.

After extensive preparatory work, the world's first trial with ethanol-powered buses began in April 1990. Close collaboration was required between bus manufacturer, Scania and SEKAB Foundation, the fuel producer.

All the buses had oxidising exhaust gas catalytic converters.

The aim was to catalytically burn up all

EXHAUST EMISSIONS

COMPARISON BETWEEN DIESEL AND ETHANOL

	NOx	CO	HC	Particulates
Ethanol	3.8	0.1	0.09	0.05
Diesel	6.3	0.1	0.1	0.1

the aldehydes typical of ethanol exhaust gases. Other oxidisable pollutants were burned at the same time.

SL says the results have been satisfactory, but it wants even better combustion because, under certain operating conditions, the catalytic converter does not ignite, giving rise to a smell that some passengers find unpleasant.

The fuel was 95 per cent ethanol. It works in the same way as a diesel fuel by virtue of an organic chemical compound, Avocet, which increases the readiness of the ethanol to ignite in the engine. Raising the compression

ratio of the engine means that only two per cent Avocet need be added.

The 32 ethanol buses are still in service on inner-city routes in Stockholm.

They have been more reliable than the normal diesel buses and maintenance costs have been comparable. Fuel consumption is about one litre per kilometre compared with 0.6 litre per kilometre for the diesel buses.

In addition ethanol costs more than diesel which, in Sweden, is subject to a kilometre tax. Also the vehicles are taxed differently. Consequently an ethanol bus driven 40,000 km per year cost an additional SEK 32,420 (£2,879) per year.

However, this higher operating cost could be reduced by bulk purchase economies and it needs to be related to the total annual running cost of a bus in SL service - SEK 1.5 million (£133,315). Fuel is between five and seven per cent of that total.

What is ethanol?

● Ethanol, which is simply ordinary alcohol, is a bio-fuel produced in Sweden by fermenting and distilling raw material rich in starch or sugar.

Wood waste/cellulose, straw, potatoes, grain, sugar beet and even domestic refuse

can be used as raw materials.

● To enable the ethanol to be used in diesel engines, certain substances must be added to enhance ignition and prevent corrosion.

● The energy content of ethanol is relatively low, so more ethanol than diesel fuel is

needed to power a bus.

● Ethanol has a low flashpoint and must be handled with the same care as petrol.

● Modifications must be made to combustion chambers, induction and exhaust systems and fuel system.

Compressed natural gas the future - but not for

VOLVO argues that many of the perceived problems with diesel come from the generally poor quality of fuel supplied to operators. It points out that, while in Swedish diesel, sulphur content is now as low as 10 parts per million, the European standard is 2,000 ppm. Switching to a 'green' diesel reduces particulates by 25 per cent, NOx by 10 per cent, hydrocarbons by between five and 50 per cent and sulphur-dioxide by 99 per cent.

It is far easier to remove harmful elements from the fuel before it goes into the vehicle than it is to deal with them between combustion and their exit from the tailpipe but, as in the case of unleaded petrol, oil companies are reluctant to raise refining costs without carrot-and-stick fiscal incentives.

Also, much of the poor image of diesel results from the continuing presence of elderly vehicles. Typical NOx emissions from a mid-1970s turbocharged engine stood at 24 g/kW/h. By 1985, the introduction of intercooler engines had reduced this figure to 10 g/kW/h. Euro 2 engines with advanced diesel technology will see this figure down to just over five g/kW/h by the end of 1995.

Performance with other problem pollutants is similar or better. Volvo claims that its FH engine can reduce particulate emissions to the same level as those of the best biomass fuels when a green diesel is used. Advancing engine technology means that pollution from the production of diesel will actually exceed the pollution from its consumption in the future.

The advantage of natural gas (methane) is that, unlike diesel and other hydrocarbon fuels, it has a simple molecular structure rather than a long chain. With suitable exhaust after-treatment, the engine's emissions consist largely of relatively harmless forms of hydrocarbon (no long chain molecules) CO₂ and water vapour.

*Richard Simpson visits
Gothenburg in Sweden and
takes a look at gas buses
in action*



Filling tanks with CNG can be a slow process

On the downside, diesel vehicles require extensive modification if they are to run on compressed natural gas, including the fitment of spark ignition, a complete new fuel system including pressure tanks, regulators, a fuel heater and mixer and a wastegate turbocharger.

Methane is a greenhouse gas in itself, as well as being a fossil fuel, and leakage from the extraction and distribution system means that it is not particularly green as far as global warming is concerned.

However, in countries like the UK, where there is a domestic and industrial distribution system in virtually every settlement capable of supporting a bus depot, its other disadvantages can all be overcome.

Methane is also produced as a renewable biogas from rotting organic material, including domestic rubbish, sewage, animal dung and vegetable matter. Burning it, whether in an engine or otherwise, is actually less harmful than venting it direct to the atmosphere, although collection can pose obvious problems. The amounts produced could not make a significant impact on energy consumption as a whole.

Volvo thinks the future lies with cleaner and greener diesel engines. Compressed natural gas (CNG) also has a significant role to play



Pumping station raises pressure to 200 bar so more gas can be carried

gas: fuel of r everyone

in fuelling urban buses. It has a fleet of compressed natural gas-powered buses running in its home city of Gothenburg, (one of which toured Britain some 18 months ago) and is to offer CNG power on its B10L low-floor bus as a line-fit option in Britain.

Many modifications are required to a standard diesel engine if it is to run on compressed natural gas. The operator will also have to install complex fuelling facilities.

Gothenburg's municipal operator installed a compressor house to raise the gas pressure from four bar to 200 bar to enable a useful amount of gas to be carried in comparatively low-volume vehicle tanks. The working pressure for gas on the vehicle is 10 bar, and this is controlled by a regulator.

After leaving the regulator, the gas is warmed in a heat exchanger to 80°C by the engine coolant (drivers complain of rough running until the unit has reached working temperature).

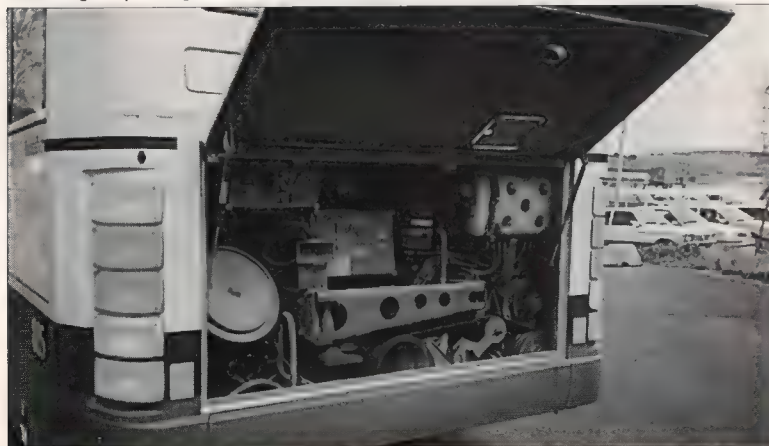
It then passes into a gas/air mixer, is compressed by the turbocharger, and flows through a driver-controlled throttle and an intercooler before it reaches the engine's combustion chamber.

The gas/air mix has a high octane rating (130 RON), which means that compression ratio is at 12.7:1 - high for a spark-ignition engine. Ignition timing varies between 7 and 20 degrees BTDC, and each cylinder has its own coil, with Volvo car components being used. Spark plugs are Champion catalogue items, but have precious metal electrodes and cost substantially more than standard components, as a good fat spark is needed to get the gas to burn. A complex engine management system controls the whole process.

After combustion, the exhaust is ejected through the turbine of the wastegate-controlled turbocharger before passing through a combined catalyst and silencer to the atmosphere.

The engine itself is based on Volvo's standard 10-litre bus unit. Technical differences include:

- Removal of all diesel equipment (injectors, fuel pumps etc)
- Fitting a spark ignition system



Standard diesel engine has spark ignition and other mods



Roof-mounted composite tanks hold enough gas for 400 kilometres

- Compression ratio reduced from 19:1 to 12.7:1
- New camshaft, valves and turbocharger with wastegate for better bottom-end power
- Electronic engine management
- Gas fuel system
- Oxidation catalyst exhaust

Performance-wise, the unit has a wider torque spread than its diesel equivalent but lower peak output. It is less fuel-efficient than a diesel, but better than a petrol unit of the same size would be.

Fuel storage on the vehicle is another difficulty. Early examples, including the demonstrator sent to the UK, had 15 roof-mounted steel gas tanks with a total empty weight of around one tonne. Later buses use six or seven tanks in the same location, of a lighter composite aluminium inner/glass fibre outer composite construction.

This weighs about half of what the original layout did, and holds sufficient fuel for 400-kilometre operation in city traffic. Volvo accepts that, unlike diesel tanks, the gas reservoirs will require periodic testing.

UK market vehicles will be based on the B10L low floor bus. Volvo already has three good potential sales leads for the vehicle, which will carry fuel in the roof space over the low-floor area at the front. Removal of the chassis-mounted diesel tank allows an extra seat to be fitted. Price will be around 25 per cent more than a standard vehicle.

CBW





Vehicle opens up Kew to those with limited mobility

Solar bus right on Kew

APPROXIMATELY one million people visit the Royal Botanic Garden at Kew every year and the recent introduction of a purpose-built electric bus will open up the 300-acre site to those with limited mobility.

The development and construction of the vehicle was funded by the Robert and Lisa Sainsbury Charitable Trust and features design and styling created by Sir Norman Foster.

The 7.3-metre long low-floor vehicle is based on a rolling

chassis bought from Omni Coach adapted to a battery/solar-electric driveline by Prototype Technology, of Naseby, Northants.

PTL modified the Omni spaceframe running gear to take a 72-volt, 10hp Nelco electric motor in the front-wheel-drive configuration. The CMP battery pack is adequate for 12km. Solar photo-voltaic panels, flushed-mounted on the roof, produce up to 1kW to extend battery life and to supply between $\frac{1}{3}$ and $\frac{1}{5}$ of daily power requirements.

'Gardner at forefront'

GARDNER, the Patricroft-based engine manufacturer, claims to be at the forefront of the advance toward a greener passenger transport industry.

Its latest LG1200 bus engine meets Euro 1 and work is progressing towards Euro II. The company says recent changes in the coach and bus industry's infrastructure have limited the opportunities for it to update fleets.

Consequently it has recognised that for many operators the most viable means of adopting a green policy is to install reman-

ufactured engines into existing vehicles as and when a major overhaul is required.

It is now almost five years since Gardner sold its first green reman engine and today over 85 per cent of all Gardner remans supplied are the green version.

In addition the company offers a green top overhaul kit for its engines which is aimed at operators with their own rebuilding facilities. It includes: cylinder block, two cylinder heads, six pistons; set of filters; a gasket set; injectors; and cambox governor assembly - all built to green standards.

● Contact Gardner on 0161 789 2201.

'Cats' on test

AGRIEMACH, in conjunction with Diesel Controls of Canada, is conducting a test of its exhaust gas purifiers on a number of London Northern Buses.

Mr GB Kallman says a new formulation of catalyst gives a reduction of over 40 per cent in diesel particulate matter at temperatures below 350 degrees C - "ideally suited for city bus applications."

● Contact Agriemach on 01825 769277.

Additive extends injector life

TRIPLE-E's D 2000 additive is in regular use on over 5,000 buses and many maintenance managers have reported using fewer injectors but it has always been a subjective assessment. However, Alf Matthews, engineering manager and director of Halton Transport in Cheshire, has been able to put some "flesh on the bones". Halton has been using D 2000 continuously since 1985 so when it started to build up a fleet of new Leyland Lynxes in 1986 an additive was already well established. By 1993 it had bought 34 Lynxes which,

between them, have now covered over six million miles with just one fuel pump and three sets of injectors (with broken tips) replaced. The original 1986 purchase is still fitted with the same pump and injectors, unchanged after 330,000 miles. Mr Matthews also confirms that none of the Cummins L10 engines has required attention other than regular and routine servicing over the nine-year period to date. In his own words: "We have never had a spanner near them".

● Contact Triple-E on 01204 708090.

Environmentally-friendly diesel now used by Reading

READING Transport is among UK operators to try Greenery City Diesel.

By switching to City Diesel, the environmentally-friendly diesel that is virtually smokeless, many owners of diesel vehicles will be able to conform to the requirements for stricter diesel MoT smoke emission tests without having any work done on the vehicle's engine.

Under the new regulations the acceptable level of smoke emission (opacity) will be reduced from 3.7 to 3.0 units for turbo diesels, and from 3.2 to 2.5 units, for naturally-aspirated diesels. These regulations will apply to all

HGV and public service vehicles, and to diesel cars and vans registered from 1 August 1979.

"By switching to City Diesel, owners of diesel vehicles will not only be more likely to pass the new smoke emission test but will be significantly reducing the other poisonous emissions created by diesel engines.

"City Diesel is a tried and tested product, already in use by many domestic users and fleets in the UK, Europe and Scandinavia," Andrew Owens, Managing Director of Greenery International Limited, said.

● Contact Greenery on 01753 622060.



Reading councillor John Cook with Reading Buses engineering chief Paul Shepherd and Greenery's Andrew Owens



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MOSELEY



Coach Stop's Cherub stunner

Essex woman selects colour-co-ordinated livery for new air-conditioned Bova Futura FHD

THIS stunning livery in blue and white - with the mounted Cherub and rainbow lettering - draws attention to Gail Hopes' Coach Stop Bova Futura FHD, supplied by Moseley PCV.

The luxury 49-seater has air conditioning, tinted

by Mark Williams

double-glazing, drinks machine, centre toilet and ZF retarder. It will be used on every facet of Coach Stop work, including tours and private hire.

"As with all our vehicles, the livery is a one-off, dedicated to the vehi-

cle. I don't think that stands in the way of getting a market identity," said Miss Hopes. "Not only that, all of the interiors are co-ordinated with the livery."

"I always specify air conditioning because I believe it will be the standard in less than five years."

CAETANO

First MAN Algarve

WIDE Horizon Coaches of Hinckley, Leicestershire, has the first MAN 18.370/Algarve II to be delivered to a UK operator. At the handover Reg Clarke (right) and Jonathan Clarke (centre) collected the keys from John Walker, Salvador Caetano UK's regional sales executive.

The coach is the latest to join the 16-vehicle fleet and will be used on the company's Continental and British tours. Private hire, day excursions and local bus services are also operated.



SCANIA

Tours plan for Voel's Scania

FIRST Scania for Voel Coaches of Dyserth near Rhyl, Clwyd, are two with Van Hool coachwork. The new vehicles are mounted on K113CRB underframes which are equipped with Telma retarder and Comfort Shift gearbox.

Voel's Van Hool Alizee HE bodies are fitted with 49 reclining seats, courier seat, toilet, drinks machine and TV/video.

The company operates 21 coaches and the latest pair are destined for UK and European tour work.

CBW



DENNIS

112 with four Darts!

Plaxton Pointers headed for R&I's London Transport route

R&I Tours of London is celebrating its 25th anniversary this year and its Acton-based London bus operation, R&I

by Mike Morgan

Buses, has taken delivery of four Plaxton Pointer-bodied Dennis Darts as part of a medium-term fleet

replacement.

The new vehicles operate on London Transport Buses



tendered service 112 between Brent Cross Shopping Centre and Ealing Broadway. They are 40-seaters certified to carry 15 standees.

A further fleet addition for R&I Buses is the

Marshall-bodied Dennis Dart (left), again with 40 seats, 15 standees and pushchair/ shopping trolley pens. This Cambridge-built bus is destined for LTB's Finchley Road C12 route.



YEATES

Three Optimo IIIs

EXCELSIOR of Bournemouth has three Toyota Optimo IIIs among its new vehicle intake for the 1995 season. The trio has been supplied by Yeates of Loughborough, the Volvo-owned dealership, in Excelsior's cream and red livery.

They have 18-seat bodywork built by Salvador Caetano in Portugal on Toyota Coaster chassis shipped from Toyota in Japan.

Eighteen reclining seats have been specified by Excelsior which also required radio/ PA/ cassette.

BERKHOF

Man City's motor

THE latest addition to the EYMS Group-owned Finglands Coachways of Rusholme, Manchester is a Berkhof Excellence 1000LD-bodied Volvo B10M GL.

With a specification that includes 49 recliners, centre sunken Shades Technics fresh water toilet, Continental door, double glazing, fridge, water boiler, central locking, anti-theft alarm, video equipment and seatbelts throughout, it is finished in Finglands white livery with gold-orange-brown relief. The specification is further improved with optional tables and reduced seating capacity for use by Finglands clients, including Manchester City Football Club.



And you read it first right here

We look back through the pages of your top PSV industry news magazine to remind you of the stories that made the headlines

▼ 10 years ago...

Preparing for dereg

TEN YEARS ago in June 1985 **Marksman** was preparing the ground for deregulation which was still a distant dream - though less than 16 months away. He concluded his On Target column by saying: "Although we are seen as entering an era of competition, I hope that it will also be a time when greater co-operation and con-

sultation between operators becomes the norm."

On the news front **Youngs of Rampton** had taken the first DAF SB3000 with Jonckheere Jubilee P599 bodywork from Roeselare Sales of Northampton. **City of Oxford** had selected Ray Stenning's livery design for its £110,000 MCW Metroliner deckers and **Bebb of South Wales** bought eight Duple Laser-bodied Bedford YNTs.



1985: **Bebb** bought eight Duple Lasers with Bedford YNT chassis

▼ Five years ago...

Acquisitive Badgerline bids for Wessex

FIVE YEARS ago **Badgerline** had made a bid to buy 35-coach **Wessex of Bristol** as the acquisitive group sought to rival Stagecoach for the title of being the UK's biggest private coach and bus group.

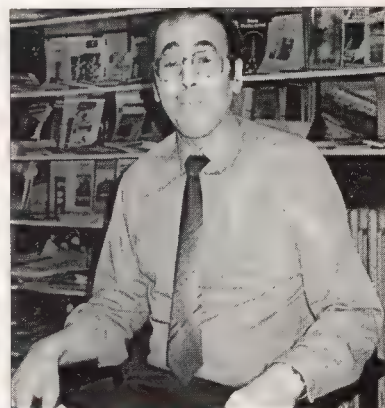
In the same year the first new coaches for a privatised **Scottish Bus Group** company were being handed over to **Lowland Scottish** and the one-year-old **Coach Tourism Council** announced plans for its first Coaching for Pleasure Day.

CTC chairman, **Gerry Topiol** said: "We need to counter-balance the negative images of road accidents and get the public seeing the positive aspects of coach travel."

CBW



1990: **Badgerline** bids for **Wessex**, and **Topiol's** warning



▼ A year ago...

Compulsory seatbelt call from MacGregor

ONE YEAR ago CBW reported that a strike by **British Rail** signalmen had brought a short-term bonanza for coach and bus operators.

Badgerline had placed its £60 million 'order of the decade' which included 339 Plaxton Pointer-bodied Dennis Darts.

Stagecoach spent £6 million on 340-vehicle Western Scottish and London Buses privatisation was still at the starting blocks with first sale scheduled for the end of September.

Meanwhile, Secretary of State for Transport, **John MacGregor** had riled operators with a call for compulsory seatbelts on all new coaches and minibuses. There was uncertainty over the required standards and the CPT accused the Government of dodging its responsibilities.

Veronica Palmer said: "If the Secretary of State is convinced that introducing seatbelts is a good safety measure, why does he not lead the way by introducing standards and regulations at home?"

"What about the existing vehicles on the road? Many of these simply cannot have belts fitted because of their age and the different methods of construction over the years."



Palmer: Seatbelt salvo

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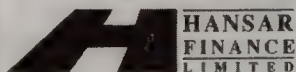
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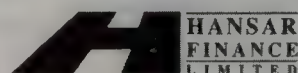
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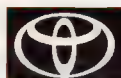
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1979 (T) Volvo B58 DOM II, 53 seats, 12 metre, P. Door, Telma, MoT Dec 1995.

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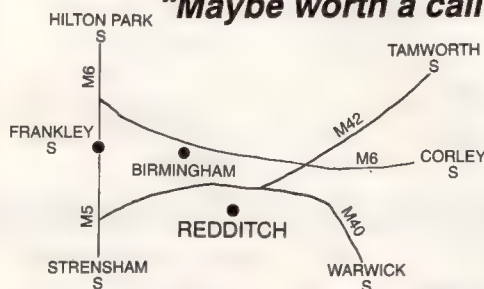
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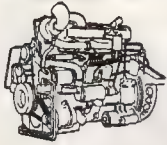
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Coach and Bus Week ending 17 June 1995

01733 898111 Focus Feature

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Ask for Dennis Buggy

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Coach and Bus Week ending 17 June 1995

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(56738/APP)

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To place your advertisement or for
further information**

**Please contact CBW on
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ESTABLISHED QUALITY

HAMPSHIRE COUNTY COUNCIL

COUNTY SURVEYORS DEPARTMENT

TENDER FOR LOCAL BUS SERVICES IN ALDERSHOT, FARNBOROUGH AND FLEET

1. **Name, address, telegraphic address, telephone, telex and fax number of the contracting authority.**
HAMPSHIRE COUNTY COUNCIL
COUNTY SURVEYOR
THE CASTLE
SO23 8UD WINCHESTER
Tel: 01962 846850 Fax: 01962 877084
2. **Category of service and description. CPC reference number.**
Local bus services.
3. **Place of delivery.**
In the town and environs of Aldershot, Farnborough and Fleet in Hampshire.
4. **a) Indication of whether the execution of the service as reserved by law, regulation or administrative provision to a particular profession.**
N/A
b) Reference of the law, regulation or administrative provision.
N/A
c) Indication whether legal persons should indicate the names and professional qualifications of the staff to be responsible for the execution of the service.
Services must be provided under the terms of the 1985 Transport Act and can only be operated by companies complying with the legal and operational requirements of the relevant Traffic Commissioner.
5. **Indication of whether the service provider can tender for a part of the services concerned.**
Services will be tendered individually, although tenderers will have the opportunity to submit combination bids as necessary.
6. **Envisaged number or range of service providers which will be invited to tender.**
Around 50 local bus operators are normally invited to tender for these services.
7. **Where applicable, non-acceptance of variants.**
Tenderers will be able to submit alternative tenders to the service detail issues, provided that they generally comply with the specifications set down by HCC.
8. **Duration of contract, or time limit for completion of the service.**
Contracts will generally operate from 2 January 1996 to 31 December 1998.
9. **Where applicable, the legal form to be assumed by the grouping of service providers winning the contract.**
Joint and several liability.
10. **a) Where applicable, justification for the use of the accelerated procedure.**
N/A
b) Final date for the receipt of requests to participate.
17 July 1995.
c) Address to which they must be sent.
As in 1 above.
d) Language(s) in which they must be drawn up.
English.
11. **Final date for the dispatch of invitations to tender.**
9 August 1995.
12. **Where applicable, any deposits and guarantees required.**
Nil.
13. **Information concerning the service provider's own position, and the information and formalities necessary for an appraisal of the minimum economic and technical standards required of him.**
Certificate of Registration issued by the relevant Traffic Commissioner.
14. **Criteria for the award of the contract and, if possible, their order of importance if these are not stated in the invitation to tender.**
The County Council is not bound to accept the lowest or any tender. The basis for comparison of tenders will be to secure the required services by means of the cost-effective and economic use of funds available to the County Council. Consideration will also be given to the fares and quality standards offered by Contractors.
15. **Other information.**
16. **Date of dispatch of this notice.**
08 June 1995.
17. **Date of receipt of the notice by the Office for Official Publications of the European Communities.**

(56791/TEN)

Coach and Bus Week ending 17 June 1995

Say you saw it in **CBW**

▼ Bus

Six of the best at Reading Buses

SIX drivers from Reading Buses who have achieved the National Vocational Qualification, including the company's hundredth employee to do so, received their awards from Transport & General Workers Union general secretary **Bill Morris**, and the mayor, **Councillor David Geary**, in a presenta-

by Mike Morgan

tion at Reading Buses' Mill Lane depot. **Ajit Kahlon** is Reading's 100th employee to receive an NVQ. The other five drivers awarded NVQs are: **Cliff Brown; Gary Carter; Peter Clarke; Terry Lewendon** and **Martin Williams**.



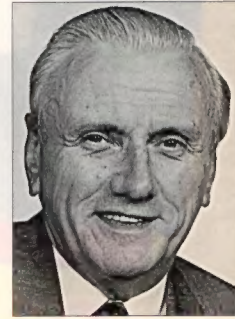
▼ Engineering

Pair join Allan Bond organisation

DAVID Mottershaw (left), formerly with Pagid UK, and consultant **Derek Aldred** (right) have joined Allan Bond Sales and Marketing. Based at Allan Bond's headquarters in Keighley, West Yorkshire, Mr Mottershaw will be responsible for the development of sales and distribution of Lemfoerder steering

and suspension parts, Hengst filters and Schomacher springs to the PSV and commercial vehicle market. Mr Aldred is one of the leading marketing consultants in the automotive parts industry and is expected to bring skills and knowledge to enable Allan Bond to sustain further growth.

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